



# Hongkong Daily Press

ESTABLISHED 1857

**GLASSES**  
WILL GIVE YOU  
A BRIGHTER OUTLOOK  
ON LIFE  
N. LAZARUS  
OPHTHALMIC OPTICIAN  
25, QUEEN'S ROAD CENTRAL, HONGKONG.

No. 19,407. 號七零百四千九萬一第 日八廿月六年申庚 HONGKONG, THURSDAY, AUGUST 12TH, 1920. 四拜禮 號二十月八年九國民華中 PRICE, \$3 PER MONTH.

## JUST LANDED

**ALLSOPP'S**  
**BRITISH**  
**PILSENER BEER**  
BREWED AND BOTTLED AT  
**BURTON-ON-TRENT.**

SOLE AGENTS:  
**CALDBECK,**  
**MACGREGOR &**  
**CO., LTD.**  
15, QUEEN'S ROAD CENTRAL.  
Tel. No. 75

## CARTRIDGES!

NEWLY ARRIVED.  
A large consignment of ELEY'S  
SPORTING CARTRIDGES, 12, 16,  
and 20 bore, loaded with the Sportsman's  
favorite powders—E. C. and SMOKELESS  
DIAMOND.  
THE HONGKONG SPORTING ARMS  
AND AMMUNITION STORE,  
Nos. 3-5, Beasdale Arcade.

**A. LING & CO.**  
19, QUEEN'S ROAD CENTRAL,  
HONGKONG.  
FURNITURE AND PHOTO GOODS  
STORE.  
GLASS, ENGLISH, SIGN BOARD AND  
MIRROR MAKING.  
CANTON MAKERS IN VARIOUS SIZES.  
Photographic Goods of Every Description  
in Stock.  
Developing, Printing and Enlarging  
UNDER TAKEN.  
TELEPHONE 1519.

**FRENCH LESSONS**  
G. MOUSSON,  
15, MERRISON HILL ROAD.

**PEAK TRAMWAY CO., LIMITED.**

**TIME TABLE.**

**WEEK DAYS**

|                                         |  |
|-----------------------------------------|--|
| 7.00 a.m. to 8.00 a.m. every 15 minutes |  |
| 8.00 " " 9.30 " " 10 " "                |  |
| 9.30 " " 11.00 " " 15 " "               |  |
| 11.30 " " 12.30 p.m. " 15 " "           |  |
| 12.30 p.m. " 2.30 " " 15 " "            |  |
| 2.30 " " 5.00 " " 15 " "                |  |
| 5.00 " " 8.10 " " 10 " "                |  |

**NIGHT CARS**

|                                          |  |
|------------------------------------------|--|
| 8.50 p.m. to 9.00 p.m. every 30 minutes  |  |
| 9.30 p.m. to 11.30 p.m. every 30 minutes |  |
| 11.45 p.m.                               |  |

**SUNDAYS**

|                                          |  |
|------------------------------------------|--|
| 7.30 a.m. to 10.30 a.m. every 15 minutes |  |
| 10.30 " " 11.00 " " 10 " "               |  |
| 11.30 " " 12.00 noon " 15 " "            |  |
| 12.00 noon " 1.00 p.m. " 15 " "          |  |
| 1.00 p.m. " 5.30 " " 15 " "              |  |
| 5.30 " " 8.00 " " 10 " "                 |  |
| 8.00 " " 8.10 " " 10 " "                 |  |

**NIGHT CARS**

|                                          |  |
|------------------------------------------|--|
| 8.50 p.m. to 11.30 p.m. every 30 minutes |  |
| 11.45 p.m.                               |  |

Extra Cars 19 midnight.

**SPECIAL CARS** by arrangement at the Company's Office, Alexandra Building, Des Voeux Road.  
Season and punch tickets available for all cars, not already full, running at the time stated in the Company's time-table, but not for special cars can be obtained on application at the Company's Office. No season ticket will be issued until payment therefor has been made in Bank Notes or by Cheque or Compro Order representing Bank Notes.

## KOWLOON-CANTON RAILWAY.

On and after THURSDAY, APRIL 22nd, 1920, until further Notice.  
(All previous Time Tables cancelled.)

**DOWN TRAINS**

| Station | No. 1 | No. 2 | No. 3 | No. 4 | No. 5 | No. 6 | No. 7 | No. 8 | No. 9 | No. 10 | No. 11 | No. 12 | No. 13 | No. 14 | No. 15 | No. 16 | No. 17 | No. 18 | No. 19 | No. 20 |
|---------|-------|-------|-------|-------|-------|-------|-------|-------|-------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|
| CANTON  | 7.30  | 8.30  | 9.30  | 10.30 | 11.30 | 12.30 | 1.30  | 2.30  | 3.30  | 4.30   | 5.30   | 6.30   | 7.30   | 8.30   | 9.30   | 10.30  | 11.30  | 12.30  | 1.30   | 2.30   |
| Kowloon | 7.45  | 8.45  | 9.45  | 10.45 | 11.45 | 12.45 | 1.45  | 2.45  | 3.45  | 4.45   | 5.45   | 6.45   | 7.45   | 8.45   | 9.45   | 10.45  | 11.45  | 12.45  | 1.45   | 2.45   |

**UP TRAINS**

| Station | No. 1 | No. 2 | No. 3 | No. 4 | No. 5 | No. 6 | No. 7 | No. 8 | No. 9 | No. 10 | No. 11 | No. 12 | No. 13 | No. 14 | No. 15 | No. 16 | No. 17 | No. 18 | No. 19 | No. 20 |
|---------|-------|-------|-------|-------|-------|-------|-------|-------|-------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|
| Kowloon | 7.30  | 8.30  | 9.30  | 10.30 | 11.30 | 12.30 | 1.30  | 2.30  | 3.30  | 4.30   | 5.30   | 6.30   | 7.30   | 8.30   | 9.30   | 10.30  | 11.30  | 12.30  | 1.30   | 2.30   |
| CANTON  | 7.45  | 8.45  | 9.45  | 10.45 | 11.45 | 12.45 | 1.45  | 2.45  | 3.45  | 4.45   | 5.45   | 6.45   | 7.45   | 8.45   | 9.45   | 10.45  | 11.45  | 12.45  | 1.45   | 2.45   |

Will stop at Taiipo and Shingunghai for First-Class Passengers on Notice being given to the guard.  
**NOTICE TO PASSENGERS**  
The Railway Administration do not guarantee that the ferries mentioned in this table will connect with the trains as shown.  
**SHA TAU KOK BRANCH.**

|           |           |       |      |      |
|-----------|-----------|-------|------|------|
| Fauling   | dep. 8.50 | 12.00 | 2.20 | 8.00 |
| Shataukok | arr. 9.45 | 12.55 | 3.15 | 8.55 |

Fauling dep. 8.00 | 11.15 | 2.00 | 5.55 |

Shataukok arr. 8.55 | 10.30 | 2.55 | 6.50 |

H. P. WINSLOW, Manager.

**MITSUBISHI ZOSEN KAISHA, LTD.**  
(EX MITSUBISHI DOCKYARD & ENGINE WORKS).  
"A.I., A.B.C., WESTERN UNION, ENGINEERING AND BENTLEY CODES USED."  
Builders and Repairers of Ships, Engines and Boilers, and Electrical Engineers.  
Manufacturers of Contradict Condensers, Special Manganese Bronze Castings, Parsons' Steam Turbines and Turbo-Alternators, etc., etc.  
**NAGASAKI WORKS.**  
TELEGRAPHIC ADDRESS: "DOCK," NAGASAKI.  
GRAVING DOCKS AND PATENT SLIP.

Manufacturers of Contralto Condensers, Steam Turbines and Turbo-Alternators, and Electrical Engineers.  
Parson's Steam Turbines and Turbo-Alternators, &c. &c.

**NAGASAKI WORKS.**  
TELEGRAPHIC ADDRESS:—"DOCK," NAGASAKI.

**GRAVING DOCKS AND PATENT SLIP.**

|                                | Dock No. 1 | Dock No. 2 | Dock No. 3 |
|--------------------------------|------------|------------|------------|
| Length on Keel Blocks          | 510 feet   | 550 feet   | 714 feet   |
| Width of Entrance on bottom    | 77 "       | 83 "       | 83 "       |
| Water on Blocks at Spring Tide | 38 "       | 24 "       | 34 "       |

**PATENT SLIP**—Capable of lifting vessels up to 1,000 tons gross.  
Two Floating Cranes of 60 and 40 tons each, besides 160 tons Giant Crane.

**KOBE WORKS.**  
TELEGRAPHIC ADDRESS:—"DOCK," KOBE.

**FLOATING DOCKS**

|                            | No. 1      | No. 2       | No. 3       |
|----------------------------|------------|-------------|-------------|
| Lifting Power              | 7,000 tons | 12,000 tons | 15,000 tons |
| Max. Length of Ship taken  | 480 feet   | 580 feet    | 470 feet    |
| Max. Breadth of Ship taken | 84 "       | 88 "        | 98 "        |
| Max. Draft of Ship taken   | 34 "       | 38 "        | 30 "        |

Floating Crane of 40 tons weight, besides 100 Ton Crane.

**HIKOSHIMA WORKS (Near Shimoda).**  
TELEGRAPHIC ADDRESS:—"DOCK," SHIMONOSEKI.

**GRAVING DOCK.**

|                                         |                  |
|-----------------------------------------|------------------|
| Length on Keel                          | 303 feet 0 inch. |
| Breadth at Entrance on bottom           | 80 "             |
| Depth of Water on Blocks at Spring Tide | 25 " 0 "         |

Floating Crane capable of lifting 30 tons weight.

**THE NAGASAKI, KOBE & HIKOSHIMA DOCKYARDS**  
are closely connected with each other, enabling them to co-operate in the prompt execution of work and to suit the convenience of customers.  
Any Order will be promptly attended to and Estimate sent on application.

**KAIPING**

**COAL.**  
**COKE.**  
**FIREBRICKS.**

**KAILAN MINING ADMINISTRATION**  
HEAD OFFICE: TIENTSIN  
AGENTS: DODWELL & CO. LTD.  
HONGKONG.

## HONGKONG, CANTON & MACAO STEAMERS.

JOINT SERVICE OF THE HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD. AND THE CHINA NAVIGATION CO., LTD.

**HONGKONG-CANTON LINE.**  
Sailings: To Canton daily at 8 a.m. (Sundays excepted) and 10 p.m.  
From Canton daily at 8 a.m. (Sundays excepted) and 5 p.m.

**HONGKONG-MACAO LINE.**  
To Macao: Daily at 8 a.m. and 5 p.m. (Sundays at 8 a.m.)  
From Macao: Daily at 8.30 a.m. and 2 p.m. (Sundays at 2 p.m.)  
Police Permits to leave the Colony are not required.  
Further information may be obtained at the Company's Office, Hotel Mansions, or from Messrs. TSON, COOK AND SON, Booking Agents, Hongkong.

**44 YEARS OF CRICKET.** Breathing the most famous Cricketers and their Methods. By A. A. Lilley. ... \$0.75

**CRICKET GATEMANSHIP.** By C. B. Fry. With 32 Action Photographs. ... \$3.50

**CRICKET.** By P. F. Warner. With contributions by the Hon. B. E. Lytton, G. B. Jessop, J. T. K. Knight, J. Blunt, E. B. Wilson. With 62 Illustrations. ... \$7.50

**CRICKET REFINANCING.** By P. F. Warner. With 12 Illustrations. ... \$7.50

**THE LIFE BEYOND THE VEIL.** Spirit messages received and written down by the Rev. G. Vale Owen. With an appreciation by Lord Northcliffe and an Introduction by Sir Arthur Conan Doyle. ... \$3.00

**IS SPIRITUALISM BASED ON TRUTH?** The Evidence of Sir Arthur Conan Doyle and others, drastically Examined. By Joseph McCabe. This book is a damning indictment of Spiritualism in its history and as it is known to-day. ... \$2.50

**BRIGMAN.** The making of a Nation. By H. Vander Linden. Translated by Sybil Jane. ... \$5.75

**THE CHURCHES OF BELGIUM.** An Architectural Outline. By Wilfrid Randolph. ... \$3.00

**HINTS ON ROYAL AUCTION BRIDGE.** Including the new Portland Club Laws (June 1914) By Lt. Colonel S. H. Hingley. ... \$1.75

**HOW TO WIN AT ROYAL AUCTION BRIDGE.** By "Cat Cavendish." With a chapter on Contract Bridge by George Dinet. ... \$3.00

**HANDBOOK OF BALL ROOM DANCING.** By Pay-Master A. M. Cree R.N. with an introduction by George Grossmith. Illustrated with diagrams. ... \$1.35

**FRAGMENTS AWAY FROM FRANCE.** Old-tell through the Ages, by Captain Bruce Bairnsfather. ... \$0.50

**THE SNAKES SUMMER ANNUAL 1920.** Illustrated by Stuart Wood. Edited by Harry L. Angold. ... \$0.75

**GET ON WITH IT.** By W. Heath Robinson. ... \$0.65

**A PERFECT MEMORY HOW TO HAVE AND KEEP IT.** By Maria Dana. Be a memory good or bad anyone can improve it one thousand per cent—or more—by following the methods set forth in this book. ... \$2.50

## KELLY & WALSH, LTD., CHATER ROAD HONGKONG.

## SOUTH MANCHURIA RAILWAY.

OPERATING ALL LINES IN SOUTH MANCHURIA AND CHOSON (KOROA) EAST OF MUKDEN.

**SUMMER HOLIDAY RESORTS**  
in South Manchuria and Chosen.

**HOSHIGAUARA.**—Finest Seaside Summer Holiday Resort in North China. Five miles from Dairen; but connected with the city by special motor and carriage road and electric tramway. Yamato Hotel (35 rooms) and 12 furnished bungalows in charming cliff garden. Bathing, Boating, Fishing, Golf, Tennis, Billiards, Orchestra twice a week. Capital place for children.

**OGONDAL.**—Most beautiful and select Seaside Resort in the Far East. Two miles from Port Arthur. Formerly the Summer Resort of the high Russian officers and officials. Yamato Hotel and 20 villas and bungalows, most with detached servants' quarters. Excellent Bathing, Wonderful Scenery, Historic Battlefields, Ruined and Dismantled Forts, Miles of charming Walks and Drives. Abundant Picnicking Facilities. Orchestra twice a week. Best place for high-class families.

**PORT ARTHUR.**—Famous for its two memorable Sieges and its beautiful landlocked Harbour. Exactly one hour's journey Dairen by express train. Yamato Hotel (16 rooms). Sufficient place of historical and scenic interest to fill a month with a 'fresh walk or drive every day. Most healthy and salubrious spot in the Far East.

**KONGOSAN.**—The famous Diamond Mountain of Korea. A special Summer Resort rivaling Switzerland for climate and scenery. Beautiful peaks and charming cascades. Grand recuperative qualities. Kongosan Hotel (10 rooms) at Onseiri and Chonanji Hotel (11 rooms) at Chonanji.

All under the direct management of the SOUTH MANCHURIA RAILWAY CO. Illustrated Booklets and all Information sent free on request.  
Applications may be sent to the Hotel Managers at the various resorts or to THE SUPERINTENDENT OF HOTELS, Traffic Department, SOUTH MANCHURIA RAILWAY, Dairen.  
Cable Add.: Manzhou.  
Codes: A.B.C. 545 Ed. A1, & Liebera.

**PALACE HOTEL, KOWLOON.**  
Corner of Haiphong & Hankow Roads.  
TELEPHONE: 1111.  
Two Minutes from Railway Station. This Hotel which has just been completely renovated and refurnished is now up-to-date in every respect and under English Management.  
Guides under personal supervision of the Proprietor.

**BAR AND BILLIARD ROOMS.**  
TERMS MODERATE.  
Special Arrangement for Families on Application to—  
J. H. OXBERY, Proprietor.

**HONGKONG CHINESE COMMERCIAL NEWS.**  
Incorporated with the CHUNG NGOI-SUN FO (Chinese Daily Press).  
Published Daily under the auspices of the CHINESE CHAMBER OF COMMERCE.  
Terms for Advertising (Translation) can be obtained at the Office, 104, Des Voeux Road, Hongkong, or from the different Agents. Documents translated from various Chinese Collections.

## HOTELS

**THE HONGKONG HOTEL CO., LTD.**  
OPERATING—  
**THE HONGKONG HOTEL**  
**HOTEL MANSIONS.**  
**THE REPULSE BAY HOTEL.**  
J. H. TAGGAET, Manager.

**KING EDWARD HOTEL.**  
CENTRAL LOCATION.  
ELECTRIC LIGHTS AND LIFTING.  
TELEPHONS ON EACH FLOOR.  
HOTEL LAUNDRY MAINTAINS ALL STEAMERS.  
Telephone No. 878.  
Tel. Address: "VICTORIA."  
J. WITCHER, Manager.

**THE PEAK HOTEL.**  
1,500 feet above sea level.  
15 minutes from landing stage.  
Under the Management of  
MRS. BLAIR.

**THE VICTORIA HOTEL, CANTON.**  
Situated on the British Concession, Shamsen.  
The only European Hotel in Canton.  
Guides and Chairs provided.  
Every information and special attention given to Tourists.  
Reasonable Rates.  
Under the personal Management of  
WM. FARMER, Proprietor.

**MITSUBISHI SHOJI KAISHA, LTD.**  
(MITSUBISHI TRADING CO., LTD.)  
**COAL, GENERAL IMPORTS AND EXPORTS.**

Bols-Proprietor of Coal Mines of TAKASHIMA, OCHI, MUTABE, KISHIDAKE, YOSHINOZAKI, HONJO, NAKAZUTA, SAYO, SHINNEW, KANADA, KAMIYA, MADA, HIRAI, and OTUBARI.  
Agents for SAKIT Coal.  
Head Office: TOKYO.  
Branches and Representatives: NAGASAKI, KANAGAWA, WAKA, MATSU, MOJI, KURE, KOBE, OSAKA, TSURUGA, NAGOYA, YOKOHAMA, TOKYO, HAKODATE, MURORAN, OTARU, VLADIVOSTOK, PEKING, TIENTSIN, DAIREN, TUNGTAO, HANKOW, SHANGHAI, HONGKONG, CANTON, MANILA, SINGAPORE, SOERABAYA, LONDON, PARIS, NEW YORK and SEATTLE.  
Cable Address: TWANKIRAI.  
Codes: A.I. A.B.C. 545 Ed. Western Union and Baudot's.  
Agency for: TAN, MITSUBISHI, MARINE AND FIRE INSURANCE CO., TAN, DANAK, MARINE AND FIRE INSURANCE CO.  
For particulars apply to—  
E. KOMORI, Manager,  
14, Pedder Street, Hongkong.



# THORNYCROFT

JOHN I. THORNYCROFT & CO., LIMITED,  
SHIPBUILDERS AND ENGINEERS,  
LONDON, SOUTHAMPTON AND BIRMINGHAM.

Shanghai Office: 65, Szechuen Road.

Marine Motors and Motor Boats.  
Motor Lighting and Pumping Sets.  
Shallow Draft Steamers.  
Thorncroft Water-Tube Boilers.  
Thorncroft Oil Fuel System.

Commercial, High-speed and Pleasure Craft.

R. R. ROXBURGH,  
Manager for China.

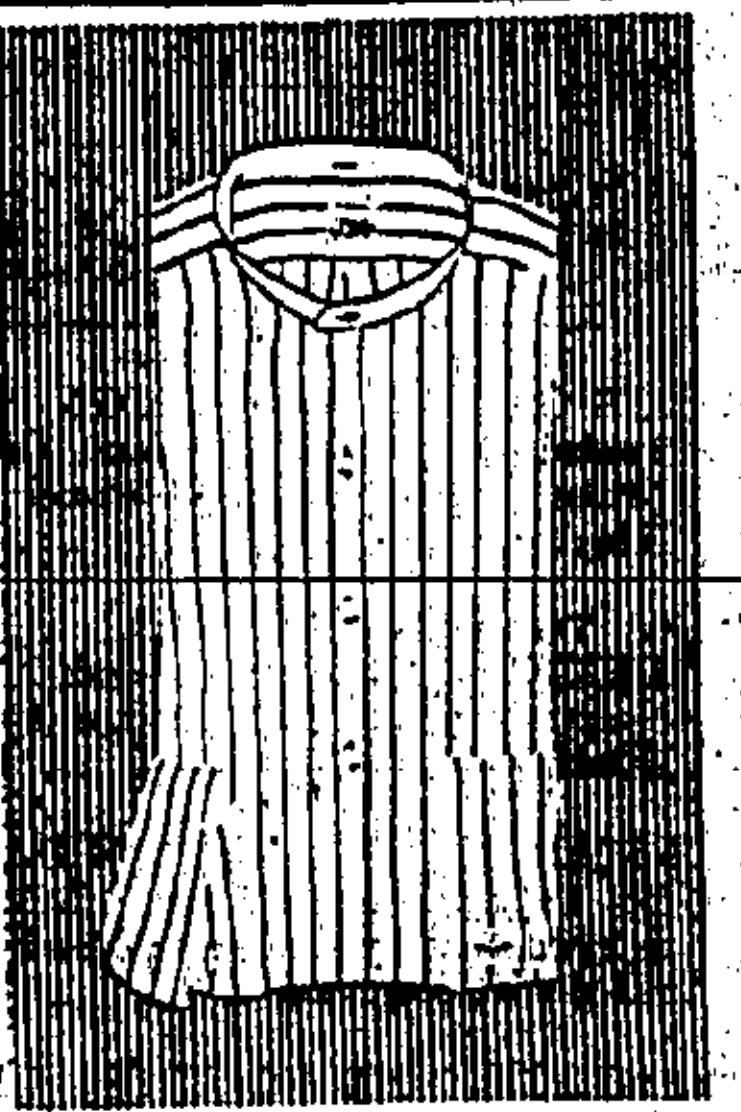
## New Shirts

English made of a fine  
French Print, with one  
Collar to match each shirt.

A nice variety of Stripes  
in various fast colours.

Barathea or Silk Crepe-de-  
Chine Ties for bows or  
knots to match.

See Window display at



## MACKINTOSH

& CO., LTD.  
MEN'S WEAR SPECIALISTS.  
16, DES VŒUX ROAD. TELEPHONE 29.

SOLE AGENTS  
THE FUJI TRADING CO., LTD.,  
(Incorporated in Japan).

New Patented Invention:  
Flexible, Unbreakable and Beautiful

## SILK GLASS

Replaces Ordinary Glass in all purposes.

Sample on application to

THE FUJI TRADING CO., LTD.  
1A, CHATER ROAD, HONGKONG.

THE LEADING BRANDS

## MANILA CIGARS

EL PALACIO

&

IMPERIO DEL MUNDO.

SOLE AGENTS:

THE HONGKONG CIGAR STORE  
CO., LTD.,

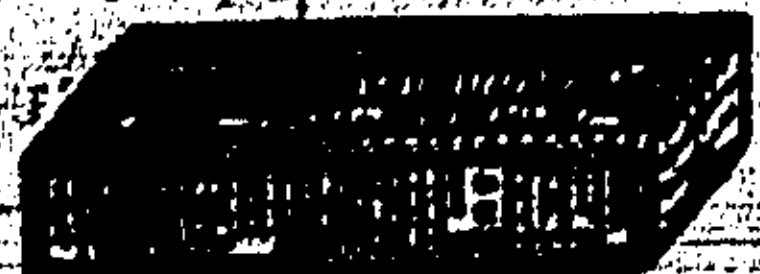
TELEPHONE No. 151.

HOTEL MANSIONS.

## HEALTH V. SICKNESS.

By taking our "ROOSTER BRAND" MACARONI, PASTES, STARS, EGG NOODLES, VERMICELLI, or other kinds of Soup-stuffs REGULARLY you secure RICHNESS, as all our Products, being manufactured from Flour of the Best Quality and under the most Sanitary Method, can be EASILY DIGESTED and give you GOOD HEALTH and STRENGTH.

Large quantities have been exported to various parts in the World. Your esteemed Orders will receive our prompt and careful attention. Terms moderate, especially for Agencies.



THE HING WAH PASTE MFG. CO., LTD.  
HEAD OFFICE: Hong Kong, Nos. 47 & 48, Des Voeux Road Central, Tel. No. 2290.  
BRANCH OFFICE: Shanghai, Nos. 430 and 431, Nanjing Road.  
FACTORIES: Hong Kong, Wing Hing Street, Causeway Bay, and Shanghai, No. 71, North Sucker Road.

### "REAL COST OF THE WAR."

BRITISH LOSS 3,000 MILLIONS.  
MR. CRAMMOND'S HOPEFUL SURVEY.

Mr. Edgar Crammond recently read a paper before the Bankers' Institute on "The Real Cost of the War." Mr. Leslie Tritton (Barclay's Bank) presiding. Mr. Crammond said that the vast economic disturbances of the past five years had brought into existence a large number of economic families and misconceptions. The nominal war debt of a belligerent did not necessarily form the main part of the real cost of the war, because, in so far as the debt was an internal one, it only represented a transfer of wealth from one group of the inhabitants of a country to another. The principal losses of the United Kingdom through the war were:

|                                                                                                                                  | Millions. |
|----------------------------------------------------------------------------------------------------------------------------------|-----------|
| The capitalized value of war pensions                                                                                            | £1,300    |
| Monies borrowed by the British Government                                                                                        | 1,300     |
| State of British holdings in foreign investments                                                                                 | 1,000     |
| Losses of shipping with cargoes and losses through suspension of renewal of railways, ports, machinery, works, houses, buildings | 1,000     |
|                                                                                                                                  | £4,600    |

Against these might be set:—(1) The creation and equipment of new works and re-equipment of a large number of old works with up-to-date plant; (2) investments of capital abroad during the war in the shape of loans to the Allies and Dominions; and (3) the value of the assets already received from Germany and the value of the territories taken over under the Peace Treaty. These assets together accounted for about £2,000,000,000, leaving the net loss to the war at £2,600,000,000. It was impossible to say at what point prices would become stabilized, but he assumed that the real value of money to-day for the whole of the United Kingdom was 40 per cent. less than it was in 1914. Taking his own estimate of the pre-war national wealth at £18,500,000,000, Mr. Crammond said this would represent in post-war money £22,500,000,000. He had estimated our net loss in the war at £2,600,000,000, leaving a balance of £19,900,000,000 representing the national wealth at the present time. The real cost of the war to the United Kingdom might, therefore, be said to represent a sum which was equal to 12.7 per cent. or rather more than one-eighth of the national wealth.

BRITISH EMPIRE.  
The war had exercised a profound influence on the economic development of the Empire, particularly Canada, South Africa, Australia, New Zealand, India, Malaya, and Egypt, and he gave the following estimate of the national wealth in 1919, together with the relative figures for 1910:

|                | 1910            | 1919            |
|----------------|-----------------|-----------------|
| United Kingdom | £18,500,000,000 | £22,500,000,000 |
| Canada         | £1,000,000,000  | £1,500,000,000  |
| Australia      | £500,000,000    | £750,000,000    |
| South Africa   | £200,000,000    | £300,000,000    |
| New Zealand    | £100,000,000    | £150,000,000    |
| India          | £1,000,000,000  | £1,500,000,000  |
| Malaya         | £50,000,000     | £75,000,000     |
| Egypt          | £50,000,000     | £75,000,000     |
| Other Colonies | £1,000,000,000  | £1,500,000,000  |
| Total          | £24,500,000,000 | £30,000,000,000 |

These figures, said Mr. Crammond, were not strictly comparable, owing to the changes which had taken place in the value of money. Moreover, the extent of the evaluation had not been uniform in the different parts of the Empire. It might, however, be confidently affirmed that the war had greatly increased the economic strength of the Empire as a whole, and the prospects of its economic development in the future were particularly hopeful.

FRANCE.  
Mr. Crammond estimated the total losses of France as under:—

|                                              |        |
|----------------------------------------------|--------|
| Pensions and allowances                      | £2,150 |
| Damages to property, shipping, etc.          | 2,800  |
| Monies borrowed abroad                       | 1,400  |
| Arrears of upkeep of houses, buildings, etc. | 500    |
|                                              | £6,850 |

Against these might be set the capital value of Alsace-Lorraine, which might be provisionally estimated at £800,000,000, leaving a net loss of £5,450,000,000. The national wealth of France before the war was estimated at £12,000,000,000, and if it be assumed that the value of the franc would ultimately become stabilized at 80 per cent. of its pre-war value, the national wealth of France before the war in terms of post-war money would amount to £24,000,000,000. Deducting the estimated loss of £5,450,000,000, the national wealth of France to-day would be about £18,550,000,000. That was to say, France had lost about one-fourth of her national wealth, subject to the indemnity to be received from Germany. France was still very rich, far richer than was generally believed, and he felt assured that her economic recovery would be as striking as it was after 1870.

ITALY.  
The war loss of Italy might be estimated as under:—

|                                         |                |
|-----------------------------------------|----------------|
| Pensions, etc.                          | £ 600,000,000  |
| Destruction of property                 | 300,000,000    |
| Foreign debt and monies borrowed abroad | 1,000,000,000  |
| Arrears of depreciation and maintenance | 200,000,000    |
|                                         | £2,100,000,000 |

The capitalized value of the territories allocated to Italy under the Peace Treaty might be estimated at £200,000,000, leaving the net loss of the war to Italy at £1,900,000,000. The national wealth of Italy before the war was estimated at £12,000,000,000. Assuming that the value of the lire would ultimately settle at about 30 per cent. of its pre-war value, the national wealth of Italy to-day would be about £3,600,000,000. That was to say, Italy had lost about one-third of her national wealth, in terms of the post-war value of money, would be approximately

£2,900,000,000. Deducting the net cost of the war as estimated above, this would leave the national wealth to-day about £7,700,000,000; that was to say, Italy had lost about 20 per cent. of her pre-war wealth.

BELGIUM.  
The total losses of Belgium due to the war might be estimated at £550,000,000. Her national wealth before the war was officially estimated at £1,200,000,000, and assuming that the post-war valuation of the franc was 50 per cent. of its pre-war value, the national wealth might be estimated at £2,400,000,000. The Allies had transferred to Germany the debt in respect of the loans made to Belgium, say, £240,000,000; and in addition, she was to receive the first £100,000,000 payable by Germany. This left a balance of £200,000,000 to be recovered out of the general indemnity. After deducting the proportion of her war expenditure taken over by Great Britain and France, and transferred to Germany, it might be very seriously questioned whether Belgium had lost more than 10 per cent. of her total national wealth. Belgium had emerged from the war with a smaller relative increase in the amount of her national debt than any other belligerent, with the exception of Japan. She was making a remarkably quick economic recovery, and it seemed not improbable that within a few years Belgium would not only have made good the losses caused by the war, but she would be much richer than she was in 1913.

JAPAN.  
The war had brought a very large measure of prosperity to Japan. Her shipping had been increased from 1,708,000 tons to 3,285,000 tons. Her gold reserves had been increased from £35,000,000 to £150,000,000, and he estimated that the national wealth had been doubled and was now in the neighbourhood of £4,700,000,000.

THE UNITED STATES.  
The war had produced an extraordinary change in the economic relations of the United States with Europe. Whereas in 1914 America owed Europe £2,000,000,000, in 1919 Europe owed America £2,000,000,000. It was not suggested before the war that the United States was a bankrupt country, and, as a matter of fact, Europe found it to her advantage to continue to lend this large sum to America until the war compelled her to call it in. The American investors showed, said Mr. Crammond, an extraordinary incapacity to realize the great advantages which would accrue to their country through the intelligent investment of capital abroad. In 1914 the national wealth of the United States was computed at £42,000,000,000. To-day it was in the neighbourhood of £70,000,000,000 to £80,000,000,000. Assuming that the post-war purchasing power of the dollar for internal purposes was 70 per cent. of its pre-war value, it might be said that during the past five years there had been an actual increase in the national wealth of the United States of approximately 30 per cent.

GERMANY.  
The losses of Germany might be estimated as follows:—

|                                                                                      |                |
|--------------------------------------------------------------------------------------|----------------|
| Capitalized value of territories ceded under the Peace Treaty                        | £3,500,000,000 |
| Loss of shipping, goods, metallic money, railway rolling stock, and other properties | 600,000,000    |
| Depreciation of factories, railways, houses, buildings, etc.                         | 600,000,000    |
| Capitalized value of war pensions                                                    | 3,500,000,000  |
| Loss on investments in former German colonies and investments in foreign countries   | 1,500,000,000  |
|                                                                                      | £9,700,000,000 |

In 1913 the national wealth of Germany was estimated at £18,500,000,000. In order to compare the post-war economic position of Germany with her position in 1914, it was necessary to assign some relative valuation to the mark. For that purpose it would be assumed that the post-war mark would ultimately possess an intrinsic value of 50 per cent. of its pre-war value. It should be emphasized that that valuation should be finally adopted, the amount of the German war indemnity, the total losses of the German people arising out of the war would be equivalent to about £15,000,000,000; that was to say, Germany would have lost nearly one-half of her national wealth. It was difficult to believe that the new Germany would be in a position to remit abroad £268,000,000,000 million per annum in payment of interest on an indemnity of £2,500,000,000.

The world survey of economic conditions did not present a picture of unrelieved gloom. Just as in the case of the United Kingdom the war had brought about great redistribution of wealth, so throughout the world there had been a great redistribution. So far as the British Empire was concerned, there had been a large actual increase of wealth in the Oversea Dominions and possessions, and a moderate decrease of wealth in the case of the United Kingdom, giving on balance a substantial increase of real wealth for the Empire as a whole. They must bear in mind the fact that the Empire had assumed fresh responsibilities of unknown magnitude under the Peace Treaty, responsibilities which could not fail to make the development of the Empire a far greater strain on the economic resources of those islands than it was before the war. In the case of Europe several important countries—Spain, Holland, Switzerland, Greece, and Rumania—had remained uninvolved. Rumania had become wealthier during the war, but on balance Europe was the great loser. So far as the world as a whole was concerned, the principal loss was in the fact that Europe was no longer a going concern, but the underlying economic forces, and the underlying economic forces, would be approximately

### RUBBER DIVIDENDS.

The following are among the dividends of Rubber Companies recently announced in the Straits Settlements:—

The directors of the Anglo-Johore Rubber Estates recommended a dividend at the rate of 50 per cent. per annum, less tax, for the year ended March 31st, 1920.

The directors of the Rim (Malacca) Rubber Estates recommended a dividend at the rate of 50 per cent. per annum, less tax, for the year ended March 31st, 1920.

The directors of Castlefield (Klang) Rubber Estates have declared an interim dividend of 15 per cent. actual, less tax at 24, on account of the year ending June 30th, 1920, payable July 26th to holders registered on June 30th.

The directors of the Heawood Tin and Rubber Estate recommended the following apportionment of the profit for the year 1919:—A dividend of 7 1/2 per cent. actual per share, less tax; £1,000 for depreciation on buildings, plant and machinery; £2,500 for depreciation on hydraulic installation; £300 to redemption account for land mined; and £4,000 to reserve, leaving £2,015 to be carried forward. No dividend was paid for the previous year.

### JAPANESE IN JAVA.

"A STEP NEARER AUSTRALIA."

Commenting on reports from Java regarding Japanese investments and commercial activities there, the Sydney Sun remarks that this brings Japan one step nearer Australia. Japan is gradually encircling the island continent from the north. It is peaceful penetration, but contains the germ of a menace which may, in the next generation, or ten generations, create a crucial situation. Japan has the Sydney paper believes, pacific intentions, but so had Germany sixty years ago. Then the herd multiplied tried to force a way out, and wrecked Europe. One thing alone will give Australia the right and the might to talk to the Eastern races, when the wave of immigration piles up on our frontiers and that will be the ability to say that she is making full use of the land and to point to great and powerful populations. Only thus can the crisis be averted.

### NORTH BORNEO STATE BANK.

It is notified officially that the Court of Directors, British North Borneo have telegraphed to the Governor of B.N.B. Borneo their intention to meet the present emergency by improved banking facilities in the State by the establishment of a bank to be known as the North Borneo State Bank. Offices will be opened in Sandakan and Jesselton as soon as arrangements can be made. The operations to be undertaken by the bank will include the opening of current and deposit accounts, the making of advances against bills of lading or other approved securities, the granting of loans for agricultural purposes, the discounting of cheques and the issuing of drafts on Singapore and Hongkong banks.

which made her the great centre of the world's commercial activities were still at work, and they would rapidly transform the economic situation in Europe. The war terminated an era of 44 years of intensive economic development. This period witnessed the great development of the international financial system with London as its centre. It was also marked by a great development of railways and shipping and manufacturing production, and a great increase of wealth. There was no equality in economic development, and this was at the beginning of a new era which, in his opinion, would greatly surpass the expansion during the 44 years preceding the war. This development would depend in the main on transport, and it was a misfortune that the peoples of the world had become so short-sighted as to allow their railways to become practically bankrupt by enforcing uneconomic rates, and in time was discouraging the provision of capital.

### DEMAND FOR CAPITAL.

The British Empire was destined, continued Mr. Crammond, to fulfil a great part in this economic era. They had re-stocked themselves with raw materials and manufactured goods, and were now in a position to supply a large part of the needs of the world. They had a surplus in production over consumption, and in a short time they would have to face the problem of the investment of capital abroad. The dominant characteristic of international trade in the next 10 years would be the tremendous world demand for capital, and their internal financial policy should be framed with due regard to world conditions.

Before the war the fund of mobile capital available for the financing of the trade of the world was an extremely limited one. It fulfilled its functions admirably, but it only did so by means of the high development of the international monetary system, of which London was the centre. This delicate and highly organized machinery enabled the instantaneous transmission of capital from any part of the world to London, where it was redistributed with the same rapidity and economy to the centres in which it could be most efficiently utilized. Today we had a state of affairs in which it required three times as much capital to finance trade, as it did before the war. Moreover, the liquid capital of the world was now distributed in centres which were unaccustomed to the exercise of their new powers. London was slowly and surely re-establishing its position as the money centre of the world, and it should be the policy of their Government to do everything in its power to assist in this direction, particularly by encouraging the deposit of foreign monies in London. The deflation of the currency and the reduction of the national debt were admirable measures in themselves, but a negative policy of that character was unassisted to the needs of the international situation. If that policy was unhelpfully pressed, it might result in the falling off of profits, reduction of the national income, and a reduction of wages and unemployment.

### TRONOH MINES.

INCREASE IN PRODUCTION.

At the eighteenth annual general meeting of the Tronoh Mines, Ltd., held recently, at the Cannon Street Hotel, E.C., Mr. Charles Vivian Thomas (the Chairman of the company) presiding, in moving the adoption of the report and accounts, said it would be noticed from the profit and loss accounts that there had been an increase of tonnage in all departments, except the No. 3 dredge. The total increase in the sales of tin ore was 43 tons, but, owing to the fall in the price realized, there was a decrease in the receipts of £36,736. The item of interest and dividends received was mainly accounted for by a dividend which they had been pleased to get from the Idria Co., in which concern they had a substantial interest of about 30,000 shares. As the holder of that considerable amount they were therefore glad to find that in addition to the interim dividend of 1 per share which they received in April last, at the meeting of the Idria Co. on the previous day it was announced that a second interim dividend had been declared, and would be payable on July 26th. With respect to the other side of the accounts, the mining cost, shareholders would notice, had increased to the extent of £10,000. They would observe that the profit for the year was still very respectable, viz., £70,504—a difference, compared with the year before, of £36,636—but that was practically entirely due to the fall in the price of tin. During 1919, 9s. per share had been distributed, and shareholders would remember that they were fortunate enough to distribute 10s. per share in 1918. That was an average of 9s. per share for the two years, or about 40 per cent. per annum. In addition, there was the distribution of 40,000 full-paid shares by way of bonus. On the assets side of the balance sheet they would notice that to the extremely low figure of £3,000 at which the whole of the Tronoh Mines' machinery and plant now stand, there had been added the sum of £15,044, entirely in respect of a new dredge which was being built, but which would probably not be in commission till the end of the year. With regard to the mines, the No. 3 mine had worked under great difficulty during the year. The heavy rain had brought down large quantities of loose ground, and from time to time covered up the Karang in the working face. There being a large catchment area, these rains had necessitated increased pumping charges, and the depth of the workings made it difficult to work out all the good ground. However, the general manager reported that there were still some 300 ft. to 400 ft. on the northern extension lead to be worked, and given fair conditions, this should last the company for some time yet. From recent advice they learned that the heavy rain was still interfering with the working, and the general manager was now considering a scheme for working the remaining ground available on No. 3 mine by gravel pumps. The No. 1 dredge continued to work on the bank of the Selat River; 180 tons of tin were recovered by this dredge during the year, the value of the ground being 0.85 cattie per cubic yard. The profit made by this dredge for the year was £12,600, so that the expenditure in lengthening and strengthening her had been more than amply justified. The No. 2 dredge had been working during the year on the extension of the Tronoh South lead, with the result that for a smaller yardage 13 tons more tin was recovered. The value of the ground was 1.05 cattie per cubic yard, as compared with 0.85 last year. There was reason to believe that the dredge was now leaving the course of the Tronoh South lead, so that during the current year it was not expected that the output would be so good. He would be a foolish shareholder who would look at a mine with the record which this one had, and be disturbed by inevitable conditions such as they had had in the last three months, and which came to every mining enterprise.

### GENESIS OF DISEASES.

Sir Clifford Allbutt, the famous scientist, suggested, in his presidential address to the British Medical Association at Cambridge on June 28th, that it is necessary in order to combat the diseases of human beings, are subject, that animal diseases must first be studied. Dealing with "comparative pathology" Sir Clifford maintained that it was to be thrown upon the generation of diseases in man it must be by study in a far larger field. "We must," he declared, "discover and compare the elements and phases of disease in animals and plants; of the lowest of living things up to the highest. The money loss year after year caused by the depredations and the diseases of animals and plants is enormous, but there is no organization of research, no mutual enlightenment among investigators, no big outlook." The power of suggestion was also dealt with by Sir Clifford Allbutt. "We hardly realize," he said, "that every human being is living upon suggestions as we do upon the atmosphere. Good and evil suggestion affects us most vividly in the experience of active life, but it is potent also in the written word."

### MR. ASQUITH AND THE DERBY.

Mr. Asquith's confession that he had "spoiled the winner" at the Derby has caused much amusement at Westminster, says a London correspondent. "The ignorance of anything to do with the Turf is well-known," but now, I suppose, his advice will be sought by every member who "puts a bit on" a horse. To tell the truth, it was Mr. Asquith's first visit to the Derby. He had always wanted to see the race, and he yielded to the temptation of a lovely day. Several of his party, he said, accepted his tip for Spion Kop as a lucky guess—it is not a player, probably fortunate in his first game—and were very glad that he had done so. But I have still to hear that Mr. Asquith himself backed the winner.



## NEW CHINESE CABINET.

## CHIN YUNG PENG BECOMES PREMIER.

## PUNISHMENT MANDATES AGAINST ANFUITES.

[FROM OUR OWN CORRESPONDENT.]

PEKING, August 10th.

A mandate has been issued appointing Chin Yung-peng, Premier. Another mandate is expected to be issued to-day promulgating the Cabinet in which Chin Yung-peng will have the War Portfolio; the others members being: Sah Chen-ping, Minister for the Navy; Chow Tai-chi, Minister of Finance; Yeh Kung-cho, Minister of Communication; Wu Yen, Minister of Foreign Affairs; Chang Chi-tan, Minister of Interior; Wang Nai-ping, Minister of Agriculture; Fan Yuan-lien, Minister of Education; Tung Kang, Minister of Justice.

## PROMINENT ANFUTE REFUGEES IN JAPANESE LEGATION.

Mr. Obata, the Japanese Minister, has informed the Waichiaoju that eleven prominent Anfutes are sheltering in the Japanese Legation under guard.

[In this connection it may be mentioned that notices with photographs attached have been posted throughout Peking offering rewards for the capture of eight Anfute leaders. The list, and the amounts offered for each, includes:

- Little Hsu, \$50,000.
- Tsun Yu-chung, \$30,000.
- Tsun Chi-kwei, \$20,000.
- Tsao Tseng, \$20,000.
- Yao Kuei-shia, \$20,000.
- Chao Sheng, \$20,000.
- Liang Hung-chi, \$20,000.
- Li Shih-hao, \$20,000.

A second list of those to be punished has been prepared and includes the names of Tsao Jui-lin, Li Cheng-yun, Chang Chung-shiang, and Chen Lu. Many of these are currently reported to be in the Legation Quarter.—Ed.]

## LATEST MAIL NEWS FROM THE CAPITAL.

[FROM OUR OWN CORRESPONDENT.]

PEKING, July 31st.

Events have been kaleidoscopic during the past week. The role of the Tunnies has been completed, and their disorganized and dispersed forces have been collected and disbanded by an organization set up for the purpose or absorbed in the armies of General Chang Tso-lin. As was to be expected, the President went back on several previous mandates issued in his name. He has restored Tsao Kun and Wu Pei-fu to their original ranks and honours, has accepted the resignation of Marshal Tuan Chi-jui, has sanctioned the disbandment of the Frontier Defence Force, and has dismissed a number of Anfu officials, from Cabinet Ministers to the Chief of Police. The Anfu debacle is indeed complete. It is exemplified in the posters displayed all over the city to-day offering rewards for the arrest of Little Hsu, the late Minister of Communications, the late Minister of Finance, the late Minister of Justice and sundry others.

Many of the "wanteds" have been sheltering in the Legation Quarter, and consternation was widespread when it became known that as the outcome of Diplomatic consideration action this right of asylum was no longer to be extended. However, it has not produced any sensational captures so far.

Meanwhile much interest has been attached to the published interviews with Chang Tso-lin and Tsao Kun. The former looks the bad boy in the good performance. Indeed, it is not clear yet whether he is more concerned with the maintenance of his own position or the establishment of ordered government in China. Neither does Tsao Kun suggest the disinterested patriot. The only man who does is Wu Pei-fu.

It would indeed appear as if General Chin Yung-peng were to return to the Premiership and be entrusted with the formation of a new cabinet which would work in harmony with the South. As Sun Yat-sen and Tang Shao-yi have been relegated to the background the re-union of the country seems to have been brought nearer, the more so that several southern leaders are in sympathy with the action of the Chihli party which resulted in the elimination of the Anfutes.

A French boy in an English school wrote "too" when it should have been "to." His master was pleased to be sarcastic, and said "I can only represent it arithmetically." "There are three 2's in the English language. Write that out twenty times, and then perhaps you will remember it." After puzzling for a while the boy asked how it was to be done, and the master had to admit that he was bowled out. It is one of the few English sentences which cannot be written.

## AN INTERVIEW WITH GENERAL WU PEI-FU.

## THE POLICY OF THE VICTORS.

The Editor of the *Chinese Peking and Tientsin Times*, in the early part of this week, went to Paoingfu by motor along the Military road, and had an interview with General Wu Pei-fu in his private residence. The General had just returned from the outskirts of Peking, where he took up the disbandment of Tuan Chi-jui's troops. He stayed with General Tsao Kun throughout the night. The interview was fixed up by General Wu at 8 o'clock on Wednesday. In answer to the many questions of the Editor, General Wu said:

Tuan Chi-jui organized the Ting Kuo Chua Army to fight against us for the sake of strengthening his own position and the Anfu Clique. He had disposed ten different expeditions to fight against us, viz.: 1, the First Division of the Frontier Defence Army; 2, the Fifteenth Division; 3, the Third Division of the Frontier Defence Army; 4, the 2nd, 4th and 5th Brigades of the North-Western Army; 5, the 1st and 3rd Brigades at Loyang (Honan); 6, the Second Division of the Frontier Defence Army of Tsinanfu; 7, the Brigades on the Upper Yangtze River; 8, the Shensi Force; 9, the Anhui Force; 10, the troops of Chekiang excepting the 1st, 2nd, 3rd, 4th 6th and 7th Expeditions. Those which have been mobilized are still in their original positions, and must be disbanded at once. The President should promulgate the six demands of the Chihli Armies as soon as possible, and General Tsao Kun and Chang Tso-lin will go to Peking to settle the crisis for the Government. There are four things which the Generals will carry out, viz.: 1, before the organization of a new Cabinet, the administration should be in the hands of the Military; 2, to make a permanent peace with the South, and abolish the Peace Conference at Shanghai; 3, to declare that all the secret treaties and loans which have been contracted with any country are null and void; and 4, to organize a National Conference to decide the ways and means of restoration and rectification of the Constitution. The general rules for the organization of the National Conference are:

- 1.—The name of the Conference will be the Kuo Min Ts Hui;
- 2.—This Conference is to be organized by the people themselves avoiding any official supervision;
- 3.—Its policy is to decide, by the people, all the questions of restoration, constitution and election, etc.;
- 4.—The members of the Conference are to be elected by Chambers of Commerce, representatives of agriculture, labour and students of each district, each department only to elect one representative. (All these representatives are to be summoned to the capitals of each province for election, and the number of members elected will be one-fifth of the total number. They must then assemble at the General Conference, which will be at Tientsin or Shanghai, as circumstances provide);
- 5.—The district conference is to be supervised by the Chambers of each district, the Provincial Conference is to be supervised by the district conferences and General Conference is to be supervised by the Provincial Conference;
- 6.—The time limit for the meeting will be six months, provided all the questions mentioned in Article three are thoroughly settled;
- 7.—The District Conferences are to be convened in each district and Provincial Conferences in the capitals of each province;
- 8.—The expenditure is to be obtained from the self-government funds of each district and province.

When asked about the full details of the battles at the Western Front, where General Wu is the Commander-in-Chief, the General said, "Although fighting was begun on the afternoon of the 14th instant, and lasted to the 18th, they could not be termed 'battles.' It was merely fighting to exterminate a band of outlaws. It is not necessary to give out details because none of them are worth mentioning."

Questioned why he wanted to fight, and against whom he was fighting, General Wu said that duty called him, and he was fighting for the people who were his masters. He did not regret having been "cashiered," and neither was he delighted on hearing that he was reinstated. He did not like flattery or congratulation; he lived a very simple life.

In the reception hall there were five portraits of the Chinese Gods of War. He has an embroidered portrait of himself which was presented to him by the people of Hunan Province in commemoration of his Army's discipline during the many years they were garrisoned there. General Wu is a well-educated man, as well as a good artist, he drinks a little and smokes a few cigarettes.

The interview lasted nearly two hours.

## TSAO KUN REPUDIATES THE SCHEME.

A telegram has sent out by the Secretariat of the High Commissioner's Yamen. General Tsao Kun, Tschun of Chihli is also High Commissioner of Four provinces—repudiating the text of the telegram that was sent by General Wu Pei-fu and declaring that the telegram is null and void.

All the provinces are asked not to treat General Wu Pei-fu's proposal seriously or as in any way binding on Tschun Tsao Kun.

From this it can readily be seen that dissension and rivalries in the Chihli camp have begun early.

## PUNISHMENT MANDATES.

PEKING, July 30th.

The long expected "Punishment Mandate" was issued last night. Punishment was ordered for General Han Shu-cheng, General Tsao Chi-jui, Messrs. Tseng Yu-ching, Ting Shih-yuan, Chu Shen, Wang Chi-lung, Liang Hung-chi, Yao Cheng, Li Shih-hao and Yao-cheng.

The majestic law of the land is to regulate the conduct of the people. Punishment is provided for any one acting against it. When Han Shu-cheng and others started the recent military campaign in the Metropolitan Area and caused sufferings to the people, it was originally due to their refusal to obey the orders of the Government, which enjoined the transfer of the Frontier Defence Troops to the Ministry of War. At first they refused to hand over the troops to the Ministry and later on they incited the troops into taking up arms. They further forced Tuan Chi-jui, Chien Wei Sheng, Chang Chun, to create a name of Ting Kuo-chun and arbitrarily mobilized other troops. They occupied strategic positions and took possession of arms. All their unlawful acts were committed for the furtherance of their selfish ends. Tseng Yu-ching and Tsao Chi-jui, being in league with them, took part in their secret plots or in military operations while others plotted against the peace and order of the public. They have also abused their power and misappropriated Government funds. If they are not severely punished how can we vindicate the law of the land and give warning to others. It is hereby ordered that Han Shu-cheng, Tseng Yu-ching, Tsao Chi-jui, Ting Shih-yuan, Chu Shen, Wang Chi-lung, Liang Hung-chi, Yao Cheng, Li Shih-hao and Yao Kuei-chang be hereby deprived of all their official titles, Orders of Merit and Decorations. The Peking Gendarmerie and the Metropolitan Police are hereby ordered to take measures for their arrest so as to punish them in accordance with law. The Ministries of Finance and Communications are hereby ordered to investigate the financial accounts of their respective Ministries and submit a report on the results of their investigations to the Government for examination. Although magnanimity is the policy of the Government, yet such kind of flagrant crimes are liable to the punishment provided by the law of the land. It cannot unjustly plead extenuation for them.

According to a telegram from Wang Chan-yuan, Inspector-General of Liang Hu, (Hunan and Hupoh) Wu Kuang-hsin, Commander-in-Chief of the Upper Yangtze Forces, has been plotting sedition with the notorious rebel leaders in Hanchow. According to his scheme, he first intended to make use of the struggles of the Hunan troops, but later he changed his plan by deciding to incite the local bandits to create disturbances. Recently he secretly moved his troops to Hanchow with a view to creating disturbances in Honan. He has further despatched men with bombs to assassinate the important military officers in Honan and Chihli. He also seized the funds due to the Hunan troops and intercepted the recruits enlisted by the Hunan officials. He has declared in Hanchow that within ten days Wuchang would be in state of great turmoil and that by that time he would take measures to quell the situation, etc.

Being in command of troops, Wu Kuang-hsin should do his best to look after the peace and order in the different localities and maintain the general situation in the country. If the accusations made by the said Inspector-General in his telegram are true, Wu Kuang-hsin is a wilful disturber of the peace and cannot be pardoned by law. Wu Kuang-hsin is hereby deprived of his official titles as Tschun of Hunan and Commander-in-Chief of the Upper Yangtze Forces and handed over to Wang Chan-yuan, who should make a thorough investigation into the case and report the findings thereof to the Government. The post of Commander-in-Chief of the upper Yangtze Forces is hereby abolished and Wang Chan-yuan shall take over the command of the troops under him and have them disbanded so as to put down the military expenses of the Government. The Ministry of War is hereby directed to take note of the same.

When Han Shu-cheng started the recent military campaign, Wu Ping-huang, former Superintendent of the Metropolitan Police, failed to act in such a manner as to free himself from suspicion and he has further done things in conflict with his official duty. Although he has relinquished his post, he is hereby deprived of the title of Lieutenant-General, and the Decorations and Order of Merit he has received, so as to punish him.—P.D.

## "RATHER LIKE SLAVERY." RULES OF CHINESE GUILDS.

## MAGISTRATE REFUSES TO UPHOLD THEM.

The following interesting judgment was delivered by Mr. R. O. Hutchison, yesterday, in the case in which a Chinese was charged with quitting service without notice.

The facts were that the man left his employment owing it is alleged, \$42.92 paid him as an advance. The employer wished to prevent his going away till he had wiped out the debt, according to the rules of a Chinese guild. Mr. Hutchison at the hearing, remarked that the arrangement seemed rather like slavery.

Mr. Hutchison's judgment was as follows:—In this case the complainant appears to have relied on their guild rules and not on the laws of the Colony. There are definite provisions in the Ordinances for the controlling of labour. These have not been complied with in this case. In cannot, therefore, be held that the employee is bound to work for his employer till all his debts have been paid off. The proper remedy is a civil action. Again, the charge has been brought under sub-section 8. Nothing has been proved before me to show that there has been a serious loss as contemplated by that section. The charge, under this section, therefore, fails. I would like it to be understood that an employee who leaves the service of an employer without notice is guilty of an offence, but I am not satisfied that this has been proved in the first instance. I discharge defendant.

## "INDIAN DEVIL."

## INGENIOUS EXPLANATION BY FRIEND.

At the Magistracy yesterday, a Chinese was charged with using abusive language to an Indian constable.

The Indian constable said that he was on duty in Cook's Street when defendant, who was accompanied by some other hawkers, came up to him and called him an "Indian devil." The constable asked him what he meant by it and was again called an "Indian devil." The constable seized the man, who said "What are you grumbling at, are you not an Indian devil? If you are not, What are you?" He also made use of filthy expressions.

Defendant said he was talking to his friend about the weather, and the consequent lack of business, when the constable ordered him not to make a noise.

A friend said that he told the defendant that the weather was much worse than the devil and the constable misunderstood him. Inspector Aris said that the hawkers were sore because they were not allowed to hawk in the streets.

Defendant was fined \$5.

## FAILING TO REGISTER.

## A PORTUGUESE "BIRD OF PASSAGE" FINED \$1.

Mr. J. M. Sousa was charged at the Magistracy yesterday, with having failed to register himself on his arrival in the Colony.

Mr. G. R. Hayward, for the defence, pleaded guilty and said that Mr. Sousa was a bird of passage. He was ignorant of the regulations, which were purely a war measure.

Mr. Smith: Is this a measure to prevent the Germans from coming here? Sergeant Chevalier replied that it was difficult for him to answer the question. It was introduced during the war in connection with General Military Service and had been continued to prevent undesirable persons from entering the Colony.

Mr. Smith fined defendant \$1.

## GODOWN BROKEN INTO.

## LARGE QUANTITY OF PRINTING INK STOLEN.

A fortnight ago a godown in Mallory Street was entered by a number of burglars who stole printing ink to the value of G\$1,500. The Waichai Police made careful enquiries and discovered that 400 tins on the Kwong Sui, which had been taken to Canton, were unclaimed and were brought back to Hongkong. On Sunday last one of the men went to a shop and offered some of the ink for sale. He was detained and handed over to the Police and as a result of information given by him six others were arrested. Two of the defendants were living at Mongkok. Their houses were searched and some broken boxes and wrappers relating to the ink were found. The men were charged yesterday with godown breaking and with receiving the ink and were released on bail of \$500 each.

## Dainty Summer Hats

We have just unpacked a few Models of  
Exquisitely Trimmed Millinery from NEW YORK.



## INEXPENSIVE HATS.

HATS  
OF  
DISTINCTION.



EXCLUSIVE DAY AND EVENING GOWNS AT MODERATE PRICES.

LANE, CRAWFORD & CO.

## DICK'S PATENT PACKING (UNIVERSAL SIZE)

SOLE AGENTS:

LANE, CRAWFORD & CO.,

HONGKONG.

## JUST RECEIVED

## BROADWOOD PIANOS

Specially made for this climate.

The Anderson Music Co., Ltd.

117

Wm Powell Ltd.  
TELEPHONE 346

## HIGH-CLASS GENTS' OUTFITTERS SHIRTS AND PYJAMAS

A CHOICE ASSORTMENT IN

A VARIETY OF MATERIALS

## TIES TIES

BATSWING-FOUR-IN-HAND

A LARGE SELECTION

ALWAYS SHOWING

WASHING BOW TIES.

138



## NEW ADVERTISEMENTS

ADVERTISER under Box 1318 thanks the numerous applicants and begs to inform them that the bill is now filled.  
Box 1318  
Care of "Daily Press" Office.  
[1318]

## PUBLIC AUCTION.

THE Undersigned have received instructions to sell by Public Auction,  
(For Account of the Concerned),  
On FRIDAY,

August 13th, 1920, at 2.30 p.m., at No. 18, Ice House Street, Top Floor.

THE VALUABLE HOUSEHOLD FURNITURE, BLACKWOOD WARE, etc., etc., etc., therein contained.

Practically New

Comprising:—Fumed Teak Dining Room Suite, Cutlery, Plate Silver Crest Articles, Glass Ware, Dinner and Tea Services, etc., Chesterfield Sofas and Arm-chairs, Pictures, Heavy Brackets, Vases and few lots of Carvings, Curtains and Cushions.  
White Enamelled Bed Room Suite, Bed and Table Linen, Curtains, Blankets (all practically new).

Also

Fumed Teakwood Bed Room Suite (Double and Single Beds), Toilet Sets, Dressing, Bath Room, enameled bath, Pantry, and Kitchen Utensils, new Store.  
—Terms—Cash.  
On view from Thursday, 12th August 2 p.m. Catalogues may be had on application to the Undersigned.

HUGHES & HOUGH,  
Auctioneers.  
[1328]

## NOTICE TO CONSIGNEES.

THE P. & O. S. N. Co.'s Steamer  
"PLASSY"  
Arrived Hongkong, on Aug. 11th, 1920.

FROM LONDON, MARSEILLES, PORT SAID, BOMBAY, COLOMBO AND STRAITS.

Consignees of Cargo by the above-named vessel are hereby informed that their goods are being landed and placed in the Godowns of the Company's Godowns at Kowloon, where each Consignment will be sorted out Mark by Mark and delivery can be obtained as the Goods are landed.

This vessel brings on Cargo:—  
From Persian Gulf B. T. S. N. and B. F. S. N. Co.'s Steamers.  
Optional Goods will be landed here unless instructions have been given to the contrary Goods not cleared within 8 days, including date of arrival, will be subject to rent.  
No Fire Insurance will be effected by us in any case whatever.

Damaged packages must be left in the Godowns for examination by the Consignees and the Company's Surveyors, Messrs. Gossard & Douglas, at 10 A.M. on Mondays and Tuesdays. All Claims must be presented within ten days of the Steamer's arrival here after which date they cannot be recognized.

No Claims will be admitted after the Goods have left the Godown.  
MACKINNON, MACKENZIE & CO.,  
Agents.  
Hongkong, August 11th, 1920. [1329]

## WANTED.

WANTED by Englishman Board and Residence with Private English Family.  
Reply—Box No. 1317  
Care of "Daily Press" Office.  
[1317]

## FOR SALE.

NEW and COMPLETE PLANT including Whisky Table for crushing and concentrating Ore. Just arrived.  
For particulars apply—  
CARVALHO & COMPANY,  
Machinery Department.  
[1306]

## FOR SALE.

NO. 1, STEWART TERRACE, 57, The Peak.  
Apply to—  
HUMPHREYS ESTATE & FINANCE CO., LTD.  
Alexandra Buildings.  
[1331]

## ST. JOHN'S CATHEDRAL.

MONDAY next.

at 9.15 p.m.

ORGAN RECITAL  
Vocalists  
MR. HOWARD FREEBORN  
MR. R. T. CROOKER.  
[1319]

## PREPAID "WANTED" ADVERTISEMENTS.

ADVERTISEMENTS of the "Wanted" variety will be inserted under the above special heading at a charge of

\$1.00 FOR THREE INSERTIONS if they do not exceed 25 words in number and are PREPAID.

An additional charge of 50 cents will be made if the instructions for insertion are not accompanied by cash.

Advertisers requiring their advertisements under this head must give instructions accordingly, otherwise the advertisements will be regarded as intended to be displayed and charged at the usual rates.

Letters are lying at this Office for  
Boxes P, Q, AD.

WANTED.—DOCTOR, British, at present North China, experienced in tropical medicine, lately demobilized, desires practice, partnership or locum tenens. Free October. Write—Box AK, care of Daily Press Office.  
[14]

## NOTICE.

I beg to inform my Customers and the General Public that I have returned to the Colony and established myself as a Milliner and General Draper at No. 4, D'Aguiar Street and will carry on business as before under the style and firm name of HIPTOOLLA & CO. I have brought with me new goods of the most fashionable and latest styles and ask my old patrons and customers to extend their support as done in the past.  
Inspection is cordially invited.

## HIPTOOLLA.

Milliner and Draper.  
Hongkong, July 21st, 1920. [1240]

## HONGKONG, CANTON AND MACAO STEAMSHIP COMPANY, LIMITED.

## NOTICE TO SHAREHOLDERS.

AN INTERIM DIVIDEND OF ONE DOLLAR per Share for the six months ending 30th June, 1920, will be PAYABLE on TUESDAY, August 10th, on which date Dividend Warrants may be obtained on application at the Company's Office.

THE TRANSFER BOOKS of the Company will be CLOSED from TUESDAY, August 9th to THURSDAY, August 12th, both days inclusive, during which period no Transfer of Shares can be Registered.

By Order of the Board of Directors,  
JOHN ARNOLD,  
Secretary.  
Hongkong, July 17th, 1920. [1217]

## CHINA SUGAR REFINING COMPANY, LIMITED.

## NOTICE.

THE General Agents and Consulting Committee have this Day declared an INTERIM DIVIDEND of \$15 per Share, payable to Shareholders on the Register on the 14th August, 1920. Dividend Warrants will be payable on the 14th August, 1920.

THE TRANSFER BOOKS of the Company will be CLOSED from the 14th to 21st August, 1920, both days inclusive.

JARDINE, MATHESON & Co., Ltd.,  
General Agents,  
CHINA SUGAR REFINING CO., LTD.  
Hongkong, August 10th, 1920. [1324]

## THE HONGKONG ROPE MANUFACTURING CO., LTD.

AN INTERIM DIVIDEND OF ONE DOLLAR (\$1.) per Share for a year 1920, will be payable on WEDNESDAY, the 25th August 1920. Shareholders are requested to apply for Dividend Warrants at the Company's Office, St. George's Building, Hongkong.

THE TRANSFER BOOKS of the Company will be CLOSED from SATURDAY, 21st August, 1920, to WEDNESDAY, the 25th August, 1920, both days inclusive.

SHEWAN, TOMES & CO.,  
General Managers.  
Hongkong, August 10th, 1920. [1325]

## A. G. DA ROCHA,

AUCTIONEER, SURVEYOR AND GENERAL BROKER.

Queen's Road Central, Telephone No. 2332.

## WEEKLY AUCTIONS.

TUESDAYS—

MISCELLANEOUS GOODS.

THURSDAYS—

VALUABLE HOUSEHOLD FURNITURE.

SATURDAYS—

EXCELLENT HOUSEHOLD FURNITURES.

A. G. DA ROCHA,

AUCTIONEER, SURVEYOR AND GENERAL BROKER.

Queen's Road Central, Telephone No. 2332.

FAVOURED with instructions from The Concerned will sell by Public Auction on THURSDAY, August 12th, 1920, at 2.15 p.m., at his Sales Room.

One Grand Piano by Collard & Collard.  
One Baby Grand Piano by Collard & Collard.  
One Motor Bicycle.  
One Henderson Motor Cycle with speedometer and Lamp.

One Large Office Safe.

Terms—Cash on Delivery.

## NOTICES TO CONSIGNEES.

"ELLERMAN LINE."  
NOTICE TO CONSIGNEES.  
FROM HAMBURG & ROTTERDAM.

THE Steamship  
"SWAZI"

having arrived, Consignees of Cargo are informed that all Goods are being landed at their risk into the hazardous and/or extra hazardous Godowns of Bulw. Wharf, No. 100, whence delivery may be obtained. No Claim will be admitted after the Goods have left the Godown, and all Goods remaining undelivered after August 13th, will be subject to rent.

All Claims against the Steamer must be presented to the Underwriter on or before August 20th, 1920, or they will not be recognized.  
All broken, chafed and damaged Goods are to be left in the Godown where they will be examined on Thursday, Aug. 12th, at 10 a.m. All Claims must be presented within FIFTEEN DAYS of the Steamer's arrival here, after which date they cannot be recognized.

No Claims will be admitted after the Goods have left the Godown, and all Goods remaining undelivered after Aug. 13th, will be subject to rent.

Consignees of Cargo are hereby notified that they must produce an Import Permit signed by the Superintendent of Imports and Exports, Hongkong, before Bills of Lading can be counter-signed.

No Fire Insurance has been effected.  
Bills of Lading will be counter-signed by  
SHEWAN, TOMES & CO.,  
Agents.  
Hongkong, August 6th, 1920. [1310]

## PRINCE LINE FAR EAST SERVICE.

## NOTICE TO CONSIGNEES.

FROM NEW YORK

THE Steamship

"MONGOLIAN PRINCE"

having arrived, from the above Port, Consignees of Cargo are hereby informed that their Goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, Kowloon, and stored at Consignees' risk and expense.  
All broken, chafed and damaged Goods are to be left in the Godown where they will be examined on Thursday, Aug. 12th, at 10 a.m. All Claims must be presented within FIFTEEN DAYS of the Steamer's arrival here, after which date they cannot be recognized.

No Claims will be admitted after the Goods have left the Godown, and all Goods remaining undelivered after Aug. 13th, will be subject to rent.

Consignees of Cargo are hereby notified that they must produce an Import Permit signed by the Superintendent of Imports and Exports, Hongkong, before Bills of Lading can be counter-signed.

No Fire Insurance has been effected.  
Bills of Lading will be counter-signed by  
SHEWAN, TOMES & CO.,  
Agents.  
Hongkong, August 6th, 1920. [1310]

## NOTICE TO CONSIGNEES.

S.S. "VENEZUELA" VOY. 17-OUT.

FROM SAN FRANCISCO, via HONOLULU, YOKOHAMA, KOBÉ, SHANGHAI and MANILA.

THE above-mentioned vessel having arrived from the above-mentioned ports, Consignees of Cargo are hereby informed that they must take immediate delivery of same from alongside and all Cargo impeding discharge will be landed at their risk and expense into the Pacific Mail Steamship Company's Godowns at West Point, and stored at Consignees' risk.

Consignees of Cargo are hereby notified that they must produce an Import Permit signed by the Superintendent of Imports and Exports, Hongkong, before Bills of Lading can be counter-signed.

All broken, chafed and damaged goods are to be left in the Godown where they will be examined on Aug. 10th, at 10 A.M.

All claims must be presented within a week of the steamer's arrival here after which they cannot be recognized. No claim will be admitted after the goods have left the Godown, and all goods remaining undelivered after Aug. 11th, will be subject to rent.

No Fire Insurance whatever will be effected.  
Consignees are requested to send in their Bills of Lading for counter-signature immediately.

PACIFIC MAIL STEAMSHIP CO.,  
Hongkong, August 4th, 1920. [1303]

## NOTICE TO CONSIGNEES.

S.S. "WEST NIGER" VOY 2-OUT.

FROM SAN FRANCISCO via HONOLULU, YOKOHAMA, KOBÉ, SHANGHAI and MANILA.

THE above-mentioned vessel having arrived from the above-mentioned ports, Consignees of Cargo are hereby informed that they must take immediate delivery of same from alongside, and all Cargo impeding discharge will be landed at their risk and expense into the Pacific Mail Steamship Company's Godowns at West Point, and stored at Consignees' risk.

Consignees of Cargo are hereby notified that they must produce an Import Permit signed by the Superintendent of Imports and Exports, Hongkong, before Bills of Lading can be counter-signed.

All broken, chafed and damaged goods are to be left in the Godown where they will be examined on Aug. 10th, at 10 A.M.

All claims must be presented within a week of the steamer's arrival here after which they cannot be recognized. No claim will be admitted after the goods have left the Godown, and all goods remaining undelivered after Aug. 11th, will be subject to rent.

No Fire Insurance whatever will be effected.  
Consignees are requested to send in their Bills of Lading for counter-signature immediately.

PACIFIC MAIL STEAMSHIP CO.,  
As Operators, U.S. Shipping Board.  
Hongkong, August 5th, 1920. [1302]

## SEAMEN'S INSTITUTE.

21, PRATA EAST, HONGKONG.

FOR the use of all Men of the Mercantile Marine and U.S. Navy.

Reading and Writing Rooms, Billiard Room, Officers' Room, C.P.O.'s Room, Restaurant, Concert Hall, Church.

Private Cabins and beds in Dormitories.

Motor La. and "Day-spring."

## INTIMATION

## DELICIOUS

## SUMMER

## DRINKS

Can be made with

## WATSON'S

## PURE FRUIT

## SYRUPS

Mixed with plain or Aerated Water.

Raspberry, Strawberry, Lemon.

Lime Juice, etc., etc.

Prepared from the

## GENUINE FRUIT JUICE.

## A. S. WATSON &amp;

## CO., LTD.,

## THE HONGKONG DISPENSARY.

TELEPHONE 18.

## ACKNOWLEDGMENTS.

Mrs. HELENA J. VIEIRA RIBEIRO ROCHA and family tender their sincerest thanks to the numerous friends who so kindly sent floral tributes and expressions of sympathy in their recent sad bereavement.

Capt. E. WALKER thanks all friends for their kind expressions of sympathy in his bereavement.

HONGKONG OFFICE: 10A, DES VOUX RD., G LONDON OFFICE: 131, FLEET STREET, E.C.

## The Daily Press.

HONGKONG, AUGUST 12th, 1920.

## CONTRACTS AND BUSINESS.

In this part of the world a great deal of business is still conducted without a written word. "Puttee book" is the current phrase, and Jones or Brown makes his record in his own note-book of the gist of the conversation which may mean quite large financial obligations.

That system is more possible in the trade of a comparatively small commercial community than it is in a great city like London or New York. If either Jones or Brown broke his word in this Colony, all his friends would quickly hear of it, and Jones or Brown is a man whose character is well-known before he gets to the stage of "puttee book."

So that, while giving the local people full credit for their integrity, it is as well to point out that the temptation to break the verbal contract is not so great as might at first sight appear. Rogues flourish in big cities, not in small communities. For all that, we are proud of the local system.

The Chinese merchants are particularly sensitive on this point of the spoken word and it is remarkable that although the officials and politicians of China, are notorious as a class for corruption in connection with the governmental affairs of the country, yet the commercial Chinese are, as a general rule, men whose word can be, and is, accepted as a bond.

In the days when "The Merchant of Venice" was written the general idea of the sanctity of a contract was obviously very serious. The public and the Courts clearly thought it almost a sacred duty to enforce the bond.

In these days, in England, there is legislation which would upset both Shylock and the plot of the play, for

contracts that are immoral or against the public interests cannot be enforced. Nowadays there is a new complication, due to the peculiar conditions under which much business in Great Britain has been conducted for the last six years. Before the war a manufacturer could make his estimates and quote "rock bottom" prices, as they used to say. He could himself depend upon the deliveries of his raw materials at a fixed price for quite a long period ahead, and although there was usually a strike clause, it was, in those far-off days of more than six years ago, not very often operative. It was a time when things seemed, as compared with affairs to-day, almost fixed and certainly stable. The British manufacturer could not only be sure of the supply and the price of his raw material, but he could guarantee delivery and also employment to his workers. That was all good for trade and gave everyone a feeling of confidence, which is essential for success in business. It was only about thirty years ago that clauses were introduced into contracts which released the contractor from his promises in the event of strikes. Not quite twenty years ago there began to appear a new clause to the effect that there should be an alteration of the agreed price if any revision of wages took place. Nowadays, there is also provision for changes in the price of raw materials and for other causes beyond control. The war made inevitable the suspension of many contracts—the famous moratorium was the best example that Parliament possessed almost absolute power to override, in emergency, any such arrangements. Nowadays there are all sorts of authorities, from the Supreme Council down to the Parish Council, able to change or fix prices of common articles, especially food. The most serious aspect of the labour movement in Great Britain has been the

reputation by the men of contracts entered into with employers by their leaders. Nothing has upset confidence so much as that. Fortunately there are signs that the more sober elements in the Trade Union organization recognise that the general sense of the public condemns such a practice. There are so many revolutions proposed, in progress, or accomplished in this transition period that we are prepared for almost any new suggestion. But the old general ideas of morality still obtain. The British public will not accept a lie. The old belief that when a man promises to do a thing he should carry out his promise, unless released from his bond, still holds. Upon that depends the reputation of the British abroad. With very few exceptions he is a man of his word. The Chinese merchants believe and appreciate that fact. But it is also true that "aim" practices are sometimes indulged in by others in the Far East. Such methods may win temporary relief from financial embarrassment, but they kill future business. The old maxim is very applicable to the trade of this part of the world: "Honesty is the best policy." It is a truism to be remembered in connection with trade in China. The law may allow a European a loop-hole to evade a contract, but the word soon goes the round of the Chinese clubs and tea-houses, and finally it is proved that sharp practices do not pay—for the Chinese have a very strong sense of justice and appreciate the square deal in business.

One case (one death) of cerebro-spinal fever was reported in the Colony on Tuesday.

Mr. and Mrs. T. D. Moorhead and Miss Moorhead, and Mrs. J. H. Seth left the Colony, yesterday, on the Venezuela.

The streets of Fatshan have been flooded to a depth of about two feet, and wooden bridges have been built to facilitate traffic.

It is stated in a Japanese paper that Mr. W. Chatham, C.M.G., Director of Public Works in Hongkong, and Mrs. Chatham, are planning to remain in Japan until September on an extended vacation.

A fine of \$4,500 has been imposed by the Canton judicial authorities on a Chinese resident of the city for unlawfully connecting an electric wire with the street wires and using an 850 kilowatt electric light bulb for lighting up his premises.

Three of the English members of the engine-room crew of the steamer Polaris (Andrew Weir) were charged in the British Police Court at Shanghai last week with "continued wilful neglect of duty."

The case was heard at considerable length, and in the end the Magistrate sentenced each defendant to six weeks' imprisonment. Drink was, as usual, at the bottom of all the trouble.

We have received a copy of the 1920 edition of the Year Book of the Netherlands Indies, compiled by the Sub-Department of Commerce, in the Department of Agriculture, Industry and Commerce at Batavia, Java. It is a valuable code mecum for anyone interested in any way whatever with the Netherlands Indies, and it is beautifully illustrated.

"What's the Difference" is the heading given by the Canton Times to the following paragraph:—The President of the Chamber of Commerce of Hoyin, who recently arrived in Canton to petition the Military Administration to despatch troops to that district because a number of bandits who claim to be soldiers have been attempting to loot the villages there.

Among the prospective buildings in Singapore will be that for the Eastern Extension Australasia and China Telegraph Co., Ltd., the site selected, according to information acquired by the Straits Times being next to the building which is to be erected for the Singapore Chamber of Commerce on the site of the Teluk Ayer market. The Telegraph building will be a three-storied structure and will be in keeping with the importance of the company's operations in that part of the world.

The Chief Justice of the Straits Settlements (Sir John Bucknill, K.C., formerly Attorney-General in Hongkong), will leave the Colony, to take up his judicial appointment in India, on or about October 31st. Lady Bucknill travels East with Sir John's eldest daughter—a young lady of 18—by the Blue Funnel steamer Pyrrhus. Sir John will meet them at Colombo. No arrangements have yet been made either for the permanent or temporary filling up of the Chief Justice's post, and it is unlikely that anything will be done before September.

The condition of the roof of St. John's Church, Port Edward, Weihaiwei, being in need of extensive repairs, it has been decided to remove the Church to a more convenient site, and at the same time to make some additions which will provide increased seating accommodation. The Church is to be ready for use very soon. The cost is estimated to be \$3,000 and it is proposed to meet this cost by Bonds, not paying interest, but secured on Church property. These will be of the value of \$50 each, and will be redeemed as funds become available.

The Philippine Government is stated to be seriously considering specific action to abrogate the limitations proposed in the Public Lands Act in order that the Good-year Tire and Rubber Company may make a plantation and factory investment in the Mindanao region involving an initial expenditure, it is understood, of P.30,000,000. The company became interested in the project following suggestions made to it by Mr. James J. Rafferty on behalf of the Bureau of Commerce and Industry, and by Mr. Arsenio Luz who is in charge of the New York agency of the Bureau.

New-class Saigon rice is now being offered for sale to the public of Shanghai by the Chinese Chamber of Commerce at eight dollars a picul. The announcement, made at the Chamber of Commerce, states that the organization seeks to prevent a famine by establishing more cheap rice exchanges. Though the supply from the interior has been constant, there has been no drop in price. The Chambers considers that the high price of first class rice has kept the other grades correspondingly dear. Therefore, in order to break the profiteers' price for the cheaper qualities, the Chamber is offering first class Saigon rice, which is purchased from Hongkong, for a figure that is below the actual cost price of eleven dollars per picul. The price of eight dollars a picul, the Shanghai Gazette states, was fixed by the rice investigating committee of the Chamber of Commerce.

## FORMER QUEEN'S COLLEGE BOYS AT CANTON.

The Canton Times says:—  
Queen's College of Hongkong has turned out many active men for work in Canton. Last Sunday, upon the call of Mr. Ho King, Superintendent of Public Instruction in Canton, an informal gathering was held at the Western Hotel to plan to organize all former students of that institution now here.

Among the prominent Canton citizens who are Queen's College boys are included Mr. Wen Tung-yao, Administrative Director and Minister of Foreign Affairs of the Military Government; Dr. Chen Chin-to, the Minister of Finance; Mr. Liang Jan-kan, the Superintendent of Customs; Mr. Luk, King-to, Secretary to the Foreign Bureau and many others.



## CABLES.

## LATEST CABLES.

(THROUGH REUTER'S AGENCY.)

THE HYTHE CONFERENCE.  
THE DECISION OF THE ALLIES.  
TO HELP POLAND, BUT NOT WITH  
ALLIED TROOPS.

LONDON, August 10th.

The Hythe Conference finished at noon. A short afternoon sitting was held owing to the receipt of further communications from Soviet sources. Afterwards Mr. Lloyd George and Mr. Millerand returned to their respective capitals. The former upon his departure was accorded an ovation.

It is officially stated that the Allies are in complete agreement with regard to the action to be taken in reference to the Polish situation, subject, however, in the case of Great Britain to the approval of Parliament.

It is understood that the Allies are determined to support the Poles by technical advice, munitions, and also, possibly, by naval measures, but Allied troops will not be employed.

Furthermore it is semi-officially explained that the Government for three months has done its utmost to induce Russia to come to terms with a view to removing the serious condition of affairs in Eastern Europe, but the Russians appear determined to crush the Poles and impose upon Poland a form of Government to which the great majority Poles strongly object. The Allies feel it to be their duty to do everything possible to enable the Poles to maintain their independence, because Poland was created by the Treaty of Versailles. Nevertheless, the issue must largely depend upon the ability of the Poles themselves, with such help as has already been mentioned, to repel Russian attacks. The Conference at Minsk between the Poles and Russians is being held on the 11th inst. If the latter then indicate a willingness to make reasonable terms, different considerations will apply.

It is probable that Messrs. Krasin & Kameneff will be permitted to remain in London until after the 11th in order that the Government may learn what occurs at Minsk. In the event of the Minsk negotiations failing, it is likely that the Government will ask Messrs. Krasin & Kameneff to leave Great Britain on the ground that it is impossible to negotiate with them while the Allies are simultaneously taking steps to assist the Poles.

## WHAT BRITISH LABOUR MEANS.

LONDON, August 10th.

The Labour Conference's decision unquestionably is an ultimatum to the Government that a new war would mean a general strike throughout the country.

A prominent Labour leader declares that the decision is not only a threat, but a decision which will materialise if necessary. Considerable enthusiasm prevailed at the conference following the adoption of the resolution. The extreme wing urged immediate "direct action," but the moderates, although equally favouring a firm attitude, secured the adoption of a more constitutional procedure.

LABOUR WARNING TO  
GOVERNMENT.

LONDON, August 9th.

The Labour Conference held in the House of Commons passed the following resolution:

This joint conference, representing the Trades Union Congress, the Labour Party and the Parliamentary Labour Party, feels certain that a war is being engineered between the Allied Powers and Soviet Russia, over Poland, and declares that such a war will be an intolerable crime against humanity. It, therefore, warns the Government that the whole industrial power of organised workers will be used to defeat this war. That the executive committees of the affiliated organisations throughout the country be summoned to hold themselves ready to proceed immediately to London for a national conference, that they be advised to instruct their members to "down tools" on instructions from that national conference, and that a Council be immediately constituted to take such steps as may be necessary to carry this decision into effect.

OPTIMISTIC FEELING IN LABOUR  
CIRCLES.

LONDON, August 10th.

Nothing is so far known regarding last night's Cabinet meeting, but the *Daily Express* endeavours to lift a corner of the veil by declaring that there is no more danger of war between Great Britain and Russia. New representations will be made to the Soviet, and, if the Russians keep their pledges to maintain the integrity of Poland, the outstanding difficulties are capable of solution. Further speculation is, however, useless for the moment, pending Mr. Lloyd George's statement in the House of Commons this afternoon and the result of the Russo-Polish negotiations at Minsk to-morrow. There is undoubtedly an optimistic feeling in this connection in the Labour "Council of Action," which meets Mr. Lloyd George at noon to-day, but, as the question of war may be practically ruled out, there is every likelihood that the Premier will be able to give satisfactory assurances.

MR. LLOYD GEORGE'S STATEMENT  
IN PARLIAMENT.

LONDON, August 10th.

The House of Commons was crowded and members warmly cheered Mr. Lloyd George on entering the House. Mr. Krasin and Mr. Kameneff were in the Strangers' Gallery.

Mr. Lloyd George, at the outset, expressed himself still hopeful of peace, but in view of the fact that the House was rising at the end of the week, he proposed to indicate the Government's intentions in certain contingencies. In the course of a brief re-statement of the position, he repeated the opinion voiced on earlier occasions that the Polish attack was not justified (Labour cheers).

## EARLIER CABLES.

## THE POSITION IS CONFUSED.

LONDON, August 9th.

The position is confused. This epitomises the Russo-Polish situation, resulting from the Bolshevik summary brushing aside of the Allies' proposals.

The Poles' acceptance of the Bolshevik terms for a conference has introduced a baffling feature, which, in view of the absence of explanation from Polish quarters, is momentarily baffling, but it may mean that the Bolsheviks have offered some tempting bait for the Poles to accept direct negotiations.

The *Times* says it would be easy to point out how Mr. Lloyd George's optimistic opportunism has led to "this disastrous situation, from which a graceful exit is almost impossible to imagine." It urges close co-operation between Britain and France against the Russo-German plot for the formation of a Continental system more grandiose even than Napoleon's.

The *Daily Chronicle* admits the gravity of the situation but assures the public that no peaceable measure will be neglected to bring the Bolsheviks to a reasonable view. The *Daily News* throws the blame upon France, and opines that if the decision rested with Britain there would be peace in Russia within a fortnight.

The attitude of all sections of Labour in England arouses considerable attention. It should be explained that Labour's uncompromisingly anti-Polish standpoint is due, especially in moderate circles, not to approval of Bolshevik ideas, but to resentment at what is considered Poland's unwarranted attack upon Russia and Warsaw's insatiable list of conquest beyond the generous boundaries fixed by the Allies. There was wild talk at various meetings throughout the country yesterday of a general strike to prevent war with Russia, but responsible leaders discountenance such extremist tactics.

Germany, as from the beginning, is doing her best to pick a quarrel with the Allies, but it is unlikely that she will be given anything approaching a plausible excuse for interference.

The *Daily Express* understands that Mr. Lloyd George, although disappointed at the Soviet reply, is still using all his energies to prevent a declaration of war.

ALLIED PRECAUTIONS ON EAST  
PRUSSIAN FRONT.

PARIS, August 9th.

Allied troops in the East Prussian frontier are busily engaged in destroying and blowing up the accumulations of German war material and munitions, evidently with the purpose of saving them from falling into the hands of the Bolsheviks. The Germans are complaining that the incessant explosions are alarming the population.

## LATEST CABLES.

IRISH BILL IN LORDS:  
PRIVY COUNCILLOR CREATES  
SENSATION.

LONDON, August 9th.

The Lords have passed the second reading of the Restoration of Order in Ireland Bill.

In the course of the debate an elderly gentleman from the place allotted to Privy Counsellors created a mild sensation. He exclaimed: "If you pass this bill, you may kill England, but not Ireland." He then walked out of the House. It is understood that the interrupter was an Irish Privy Counsellor named Carlike.

WARNING TO UNITED STATES  
NOT TO BE A HERMIT NATION.

NEW YORK, August 10th.

In the course of an address in connection with the notification of his Vice-Presidential nomination, Mr. Franklin Roosevelt made an interesting reference to the question of America's participation in the world problem and warned the United States against a retrogressive foreign policy. He declared that shutting their eyes to their world responsibilities would have for its result the selling of the newly-built merckut marine to a more far-seeing Power, that the crushing utterly by embargo and harassing legislation of the country's foreign trade would lead to the closing of American ports and to the building of an impenetrable wall of costly armaments. The United States would then live as the Orient used to live—a hermit nation dreaming of the past. As an alternative, he urged that we must open our eyes to see that it is impossible to avoid, except by monastic seclusion, those honourable and intimate foreign relations which the fearful-hearted shudderingly miscall international complications.

BRITISH EMPIRE EXHIBITION  
GOVERNMENT'S SHARE OF THE  
GUARANTEE FUND.

LONDON, August 10th.

The Commons have adopted the resolution authorizing the payment of £100,000 as the Government's share to the Guarantee Fund in connection with the forthcoming British Empire Exhibition.

Mr. Kellaway, moving the resolution, said that there was no better way of celebrating the great part played by the Empire in the war than holding in London this exhibition of the Empire's manifold resources and of the activities of its peoples. The guarantee was conditional on the guarantee of £200,000 being forthcoming from private sources. There was every reason to believe that the sum would be found. It was necessary that our manufacturers should find new markets, and our greatest hope in that connection lay in the Empire.

SUFFOLK BY-ELECTION.  
COALITION UNIONIST RETURNED.

LONDON, August 10th.

The following is the result of the Woodbridge by-election:—

Sir A. CHURCHMAN (Coal. U.) 9,988.  
Mr. HARDEN (Labour) 8,707.

The by-election took place on the appointment of Colonel R. F. Peel as Governor of St. Helena.

WOMAN'S SUFFRAGE.  
ITS PROSPECTS IN UNITED  
STATES.

WASHINGTON, August 10th.

Leaders of the Woman Suffrage movement are informed from Nashville, Tennessee, that enough votes have been pledged in the State Legislature to ensure the passage of the Women's Suffrage Bill at the forthcoming special session. This will automatically bring women's suffrage into force throughout the United States, since with the addition of a number of the other States the Tennessee vote provides the required majority.

NOT OLYMPIC CYCLING.  
ONLY WORLD CHAMPIONSHIP.

LONDON, August 9th.

It appears that the week-end sporting results from Antwerp do not refer to the Olympic Games, but refer to the World Championships organised by the International Cyclists Union.

## COUNTY CRICKET.

LONDON, August 9th.

Medley beat Surrey by an innings and 23 runs.

Yorkshire beat Worcestershire by an innings and 216 runs.

Rushton beat Derbyshire by an innings and 104 runs.

ANTI-ITALIAN RIOTS IN  
U.S.A.

## FORTY PERSONS ARRESTED.

West FRANKFORT (Illinois), Aug. 10th.

Forty people suspected of complicity in the recent anti-Italian riots here have been arrested. Disorders have ceased, but the military continue to patrol the foreign quarter.

BATTERED GERMAN  
WARSHIPS.THROWN OPEN TO PUBLIC ON  
ARRIVAL AT NEW YORK.

New York, August 10th.

Five battered ex-German warships, including the dreadnought *Ost Friedland* and the cruiser *Frankfurt*, have arrived and are anchored in the Hudson where they were opened to the public.

## ARCHBISHOP MANNIX.

FORCIBLY TAKEN OFF FROM THE  
SHIP.

LONDON, August 9th.

The *Baltic* has arrived at Liverpool. The passengers declare that Archbishop Mannix was taken off forcibly by a warship's boarding party at 4 o'clock in the morning. It was declared that he would not be allowed to go to Liverpool, Manchester, or Glasgow.

## EARLIER CABLES.

NOT ALLOWED TO LAND AT  
LIVERPOOL.

LONDON, August 9th.

The Liverpool Police announce that instructions have been received from London that Archbishop Mannix will not be allowed to land at Liverpool, though the liner *Baltic* arrives at the Mersey port this evening. It appears therefore that the Government intends to tranship the Archbishop at sea, and convey him to an unknown spot, from which it is stated that Archbishop Mannix, unless made a prisoner, will immediately proceed to Liverpool. Queenstown last night, from the water's edge to the tower of the Cathedral, was blazing with rows of candles and electric lights, the Cathedral bells pealing "Come Back to Erin!"

THE IMPERIAL PRESS  
CONFERENCE.INTERCHANGE OF STAFFS  
CONSIDERED.

OTTAWA, August 9th.

At the concluding sitting of the Imperial Press Conference a resolution was passed in favour of admitting weekly newspapers and literary, trade and technical journals to the Empire Press Union, declaring that benefit would result from the provision of opportunities for interchange of staffs between British and Dominion newspapers, with the object of increasing efficiency and handling information from the different parts of the Empire and affording a means of exchange of ideas regarding newspaper organization.

BURGLAR ENTERS POLICE  
STATION.STEALS INSPECTOR'S REVOLVER  
AND AMMUNITION.

At the Magistrate's yesterday.

A Chinese was charged with the theft of some clothing and a revolver and ammunition, the property of Sub-Inspector Ogg from the Yau-mai Police quarters.

The defendant pleaded guilty to stealing the clothes, but the revolver and ammunition, he said, were given him by a coolie employed at the Station, who had since absconded.

Inspector Caygill said that defendant, who was a boatman, was often seen loitering outside the Police Station and was suspected as responsible for the larcenies which had occurred at the Station. A trap was set for him and he fell into it, being caught red-handed while gaining access to the Station by means of a water-pipe, and then through a window over the cells. The revolver and a raincoat, which was also stolen, were Government property. A station coolie was originally suspected, and was detained, but as no evidence could be proved against him, he was discharged.

There was no doubt that the two were in league with each other.

Defendant was sentenced to three months hard labour.

The *Morning Post* Dyer Fund on July 20 was nearly £15,000.

FAR EASTERN CABLE  
NEWS.

(THROUGH REUTER'S AGENCY.)

AMERICA AND ANGLO-JAPANESE  
ALLIANCE.

LONDON, August 9th.

Colonel House, who is now in London, has telegraphed to the *Philadelphia Public Ledger* an article in which he commends for American consideration the suggestion by "an influential English statesman for the supervision of the Anglo-Japanese Treaty" by an Anglo-American-Japanese Chinese Treaty for the purpose of avoiding friction among the Powers principally interested in the Pacific. Colonel House submits that no action would be taken inconsistent with the League of Nations.

Colonel House describes the Anglo-Japanese Note to the League as "a baffling official document which raises wonderment at the extent of its full scope" and says that American diplomacy in the Far East has been centred for nearly two decades upon the clarification of the relations between two great Asiatic Naval Powers there and its effect upon America's future in the Pacific. Colonel House declares that a feeling of deep uneasiness has always brooded over the whole question.

Colonel House refers to the most unexpected decision of Great Britain and Japan, after long and secret negotiations, to put the whole matter before the League of Nations in a way frequently interpreted as tantamount to a practical abolition of the Agreement, at least in the form so far known. Colonel House welcomes the action, and says that the question is now raised whether the Note of July 8th constitutes a new international agreement between the two nations which must be registered, and expresses American curiosity to know the exact text of the old agreement and whether the joint Anglo-Japanese action has directed a fundamental modification in it. He is of opinion that none of the Powers on the council are able or interested in forcing the clarification desired by the United States. He believes it is probable that the full scope of this Note, which is so vital to America's whole Far Eastern policy, will, therefore, remain a mystery.

DEATH OF PROFESSOR EDWARD  
KINCH.

LONDON, August 10th.

The death is announced of Professor Edward Kinch, F.R.C., at one time Professor of Chemistry, Imperial College of Agriculture, Tokyo.

## SIAMESE PRINCE DIES IN PARIS.

PARIS, August 10th.

The death is announced of Prince Rajabur (Dirokitch), son of the late King of Siam, as the result of an operation. He was the Minister of Agriculture in Siam.

MR. SHAW'S RELATIONS WITH  
JAPANESE.

LONDON, August 10th.

In the House of Commons Lieut. Colonel Parry asked a question as regards the alleged attempt of the Japanese police to board the British steamer *Kaitin*, owned by Mr. G. L. Shaw, with the object of arresting Koreans suspected of being on it and the subsequent attempt to raid Mr. Shaw's house for a similar reason.

Mr. Cecil Harcourt replied that the Japanese Consul-General at Mukden had privately complained of Mr. Shaw's sympathetic attitude towards Korean agitators. It was alleged that Mr. Shaw kept one of the upper rooms in his house at Antung as an asylum for Koreans plotting against the Japanese, and allowed Koreans the use of his steamers as a means of flight and communication with the Korean Provisional Government at Shanghai.

The British Consul-General, consequently, privately warned Mr. Shaw to be careful. The British Ambassador at Tokio, who had reported on the subject fully did not mention the story as regards the alleged attempt to board the steamer or raid Mr. Shaw's house.

THE STRANDING OF THE  
"SUKI MARU."

LONDON, August 10th.

Lloyd's Agents at Sydney announce that the *Suki Maru*, which was stranded near Cooktown at the end of July, has been refloated. The foreholds were full of water, and it is estimated that 700 tons of coal were jettisoned. The vessel has proceeded to Cairns.

DUTCH SHIPPING SERVICES TO  
THE EAST.

LONDON, August 10th.

A programme of considerable expansion is noted in Dutch shipping circles. Forthcoming arrangements include the early supplementing of the Royal West Indian Company's existing services to Batavia with cargo sailings. Three Dutch companies are inaugurating a joint service from Hamburg to Java.

The Lloyd-Royale-Beige has restarted sailings from Rotterdam and Antwerp to the Straits and China.

FIRE AT WING LOK STREET.  
ONE MAN SEVERELY BURNED.

A Chinese was severely burnt as the

result of a fire which broke out in the ground floor of No. 82, Wing Lok Street, early yesterday morning. The building, a three-storied one, was used for the storage of paper, and it is not known at present how the fire commenced. The inmates vacated the premises as soon as the fire started, except one man who found his retreat cut off. Fortunately the Fire Brigade arrived almost immediately and the unfortunate man was rescued but not before he had been severely burned. He was removed to hospital and is lying in a serious condition.

The inflammatory nature of the goods and a strong breeze which was blowing at the time assisted the flames in spreading rapidly and the third story was also attacked. The firemen spent an arduous two hours in fighting the flames and were successful in confining the fire to that particular building. The second and third stories were completely gutted. The ground and first floors were damaged by water. The extent of the damage has not yet been definitely ascertained but it is covered by an insurance of \$10,000.

HUGE BOMBAY FIRE.  
DAMAGE TEN TO TWENTY  
MILLIONS STERLING.

A Bombay message of July 23rd says:—

Damage which can only be at present vaguely estimated at between £10,000,000 and £20,000,000 was caused last night by a huge fire which gutted the cloth market in the native quarters of Bombay, and at the time of writing is still burning. So far as can be ascertained it has resulted in the loss of five lives. The cloth bazaar is one of the wealthiest quarters of the city. There in the dingiest shops imaginable are stored, lakhs of rupees worth of goods, and many of the merchants who sit cross-legged in the doorways of their shops are millionaires several times over.

The origin of the fire is at present unknown, but it started soon after 8 o'clock and spread very rapidly in spite of the work of 10 fire brigades. It started in the eastern end of the market and fanned by the high wind soon assumed immense proportions, the flimsy buildings catching like matchwood and the inflammable nature of the contents of the shops making it impossible for the brigades to keep the fire under control. At midnight the flames were rising high in the sky, and were visible for miles, and but for the fact of a sharp shower of rain it is possible that the fire may have spread to a considerable extent and wiped out a considerable portion of the native quarter. The immense crowds which gathered, rendered the work of the fire brigades exceedingly difficult, and a very serious danger was constituted by the quantities of escaping gas, which could frequently be seen bursting into flames. The crowds were kept back by armed and mounted police, but there was a considerable amount of looting, and in addition to the loss sustained by fire quantities of valuable silks and other materials were stolen. The persons who are believed to have been burned to death were the occupants of shops who failed to make their escape owing to the rapidity with which the flames spread.

MR. HOLT'S VIEWS OF  
CHINA TRADE.EFFECTS OF INSTABILITY OF  
MONEY EXCHANGE.

Mr. R. D. Holt, M.P., of Liverpool,

managing director of the Ocean Steamship Company, and the China Mutual Steam Navigation Company, more familiarly known as the Blue Funnel Line, and of Alfred Holt & Company, of Liverpool, had some candid things to say on the future of trade on the Pacific Coast and the Far East while in Vancouver recently on his way home after a visit to China and Japan.

Mr. Holt's address to the Canadian Club remarks a Canadian paper, was of a truly British conservative character, and full of sound advice that caused shipping men there to do some hard thinking. Here are some of the leading points of his address:

"Based on my observations in the Orient, I would say that a change for the better was not an immediate prospect. Indeed it would not surprise me if a slump of serious and far-reaching effect were to happen."

"I do not wish to be recorded as predicting disaster, but merely call attention to unstable conditions now prevailing. The instability of money exchange is one prime reason for such disaster."

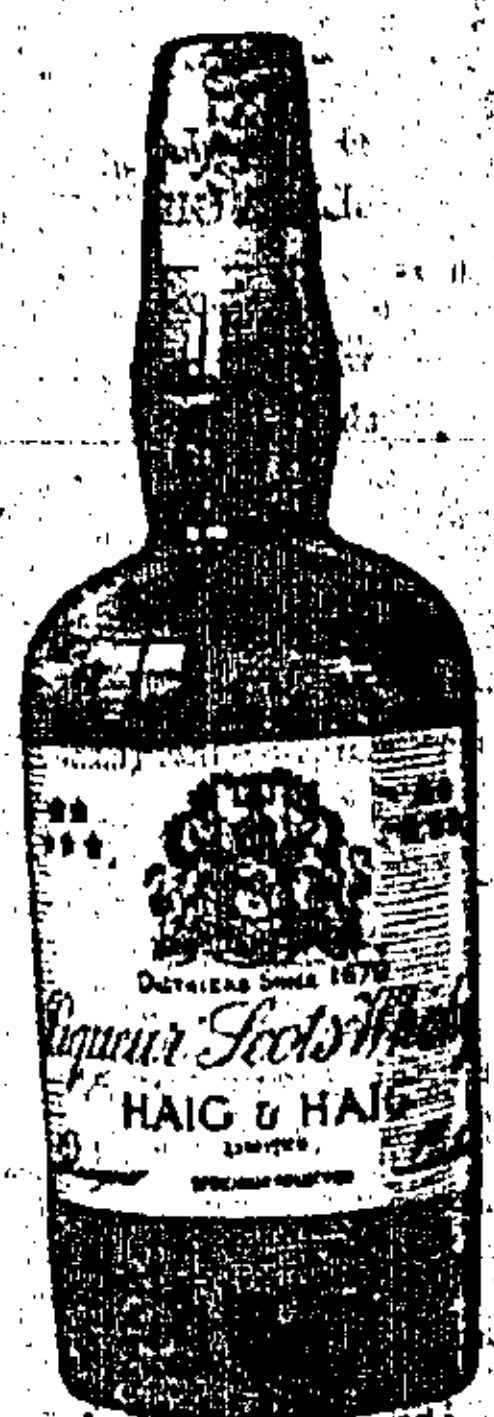
Mr. Holt said he found in China sufficient evidence to justify his advice to Canadians not to look to China only to export raw materials and to buy manufactures. He referred to China's flour and sugar refineries, shipbuilding plants and large iron works at Hankow managed by Chinese who were trained at Sheffield.

John Chinaman is a splendid fellow to do business with, but he knows no sentiment when it comes to the best goods. Chinese trade will only be built up by efficiency and fair dealing."

Speaking with respect to the shipping prospects on the Pacific, Mr. Holt said: "I must be regarded as a factor that has come to stay. (Great national sentiment was behind the U.S. mercantile marine.)"



Draw the cork and  
Haig & Haig Five  
Stars Scotch Whisky  
will sing its own praises



The quantity is limited,  
the quality rare. You  
can only get it in the  
very best places

### THE CHOICE of DISCRIMINATION

THE exquisite quality and scarcity of Haig & Haig Five Stars Scotch Whisky cause it to be sought after by all discerning users of stimulants. There is none finer than the famous "Five Stars" Brand. It is the choice of most men in the best clubs and homes.

Your refined taste will appreciate its delicacy and exquisite flavour.

Place your orders in advance and be as sure as you can of obtaining supplies.

PAY your friends the highest compliment by offering them Haig & Haig Five Stars Scotch Whisky. They will appreciate your good judgment.

**Haig & Haig Five Stars  
Scotch Whisky**

DISTRIBUTING AGENT:  
**DONNELLY & WHYTE**  
HONGKONG

### THE YANGTZE IN FLOOD. PITIFUL WASTAGE OF CROPS.

A writer in a Hankow contemporary says:

About a week ago I took a trip up river. Going along, I saw that the Hankow and Wuchang bounds were still a good bit above the water, but as we ascended the river we saw miles of land under water and all the crops on them spoiled. About 6 a.m. the next day we passed Tsingli, the main street of which was a little under water. It is rather a queer sight to see houses grow out of the water, as it were. I pitied the poor farmers whose harvest is lost. From here up to Chengling and further again miles and miles of land are under water. In Kien-Li-Hsien the houses of the front road stood in about 2 feet of water, and from there upwards for miles just the tops of Kowleung and other crops could be seen. The higher we came, the higher the water seemed. Everywhere the same picture: houses half or two-thirds out of water, boats moored alongside, ready to take the inhabitants away the moment they could not cling on longer to their homes. What must be the feeling of the poor wretches when they have to leave their all. One wonders that wading up to their breasts in water, they still keep on hoping for the water to go down.

#### LIVING FLOATHS.

In Yangchi the water stood about 2 feet 8 inches. A little way above two Oags and a cat were floating on a log, not sure of their destiny. At one place a long log served as bridge between two houses. Further up a narrow line of dikes sheltered green fruitful fields from the river. In places like these one only realises the immense damage done by the over-flooding of the river. Several farmers were walking along the dikes, asking the ship to keep further off, so that the swell from the propellers would not destroy their dikes and their all. Further up a whole crowd were pushing bushes and straw on the outside and on the top of their dikes to keep it from breaking. Crossing the river above I too the same sight. Farmers walking on the dikes, watching for breaks shouting not to come near.

Crossing again a lot of people were repairing their dikes, have been called together by the sound of the gong. As we drew near, they rang their gongs violently, asking us to keep off. Here and there on the higher places of the dikes furniture, stoves, kongs and all those little odds and ends that constitute a Chinese farmer's home, were stowed, being saved from houses that were about to collapse.

At Shasi the people were walking up to their waist in the water and boats were going backwards and forwards across the pond to the large dikes that kept the town dry, which is considerably below the river level. I wonder how it feels to sleep below water level.

Leaving Shasi the current was 6 miles strong so that the steamer could make no progress until she sheared over to the other side, into less rapid water, where she started slowly to forge her way ahead.

#### SATISFIED CHAIR COOLIES.

In Ichang the current ran near the bund 6 miles, further out in a stronger. All up-river navigation seemed to be at a standstill, no cargo junks or steamers going up or down. Two of the up-river boats were moored on the bund below Ichang and the ill-fated Loong Mow, with bow dashed in seemed to be no longer than 150 feet, instead of the 210 feet, she is said to be. The bund in front of the Custom House up to the South Gate, was two feet under water. Lots of people were carried about in chairs. A harvest for the chair-coolies. It is an ill wind that blows nobody any good. Landing from the steamer was a rather difficult job and prices for landing had risen a long way above "highwater."

The soldiers about Ichang in general seemed to be quiet, though small disturbances were heard of now and again. Going up river in a sampan to see the Gorges was out of the question, so I determined to go over land to have a look at them. I was advised to take an official with me to see me safe there and back. The usual roads were all under water, and at times I had to take a boat, the last one of which pulled me for over a mile among maize, and fruit trees of all descriptions until I could land far back of Tien Pin. The walk proved very hard going up and down paths, fit only for goats, at the height of 100 to 150 feet above the river, and I wondered that farmers could march these paths with loads up to 150 lbs. on their backs. Still the view of the beautiful, though deserted gorge, with all its whirls and swirls, and a nice cool bath in the clear water of the creek, and the delicious cool drink out of a mountain spring paid for all the trouble.

#### THE RETURN JOURNEY.

Going back on board was a still more difficult job than landing. We were told that two boats were capsized going alongside another steamer. When my sampan touched the steamer the after end got under the steamer's exhaust and would have been filled in in no time, if I had not shoved it off, getting a ducking while doing so. Leaving Ichang the water there had fallen two feet and owing to the strong current, so that the steamer was barely 30 hours including all stoppages, in coming down. On the way I saw an immense lot of houses with only the roof out of the water and the question came into my mind as often before: When will this evil be taken in hand and river conservancy carried out so that inundations, with their enormous losses be prevented?

Sir Percy Scott obtained judgment in the action against Vickers with regard to royalties. About £300,000 was mentioned as involved.

A Paris message says: The Messageries Maritimes company will shortly inaugurate a new cargo line from Antwerp to Calcutta, calling at Port Said, Aden, Colombo, Pondicherry and Madras.

We sell and stock  
the very best

## CIGARS

### Egyptian Cigarettes Virginia Cigarettes Smoking Tobacco Smokers' Requisites

at Moderate Prices.

Call and inspect our stocks.

### TABAQUERIA FILIPINA,

NO. 19, ICE HOUSE STREET,

Telephone 3859.

JUST ARRIVED.

A FURTHER STOCK OF  
MOST USEFUL TOOLS  
FOR MOTORISTS

UNION ENGINEERING

CO., LTD.

York Building,

Chater Road

[125]

### "IDEAL" THE CREAM SUBSTITUTE

MAKES

## IDEAL ICE CREAM

PUDDINGS, DRESSINGS, Etc.

PACKED BY

NESTLE'S

OBTAINABLE FROM

LANE, CRAWFORD & CO.

25 cts. per tin.



Glover's  
World Renowned  
Dog Remedies

Send for free book on "Dog  
Diseases and How to Feed."

H. Clay Glover Co., Inc.

115 West 51st Street,  
New York, U.S.A.

London: MILLER & PHIPPS  
(Ld.) Ltd., Hong Kong

MARTIN'S  
APOLISTEEL  
PILLS

A French Remedy for all Indigestions,  
Dyspepsia, Biliousness, Headache, Neuralgia,  
Rheumatism, Gout, Gravel, etc. It is a  
powerful purgative, and a most effective  
remedy for all the above complaints. It is  
sold in all the leading Pharmacies and  
Chemists throughout the world, and is  
guaranteed to be of the highest quality.

MARTIN'S  
APOLISTEEL  
PILLS

### ASAHI BEER



SOLE AGENTS

MITSU BUSSAN KAISHA

### Take this Power in your hand

Pick up any Bovril bottle from  
the store counter, and let it rest  
on the palm of your hand. Then  
picture to yourself another bottle  
ten to twenty times as big.

That larger bottle would correspond  
to the proven Body-building Power  
of the Bovril actually in your hand.

## BOVRIL

### LAWN GRASS SEEDS.

GRASS is Mother Nature's Carpet provided  
to cover the ground. If there is an  
abundance of soft green grass your home will  
not only be more pleasing but it will also be  
more valuable.

GRACA & CO.

Dealers in Flower and Vegetable Seeds,  
Postage Stamps, Toys, etc.

No. 10, WYNDHAM STREET,

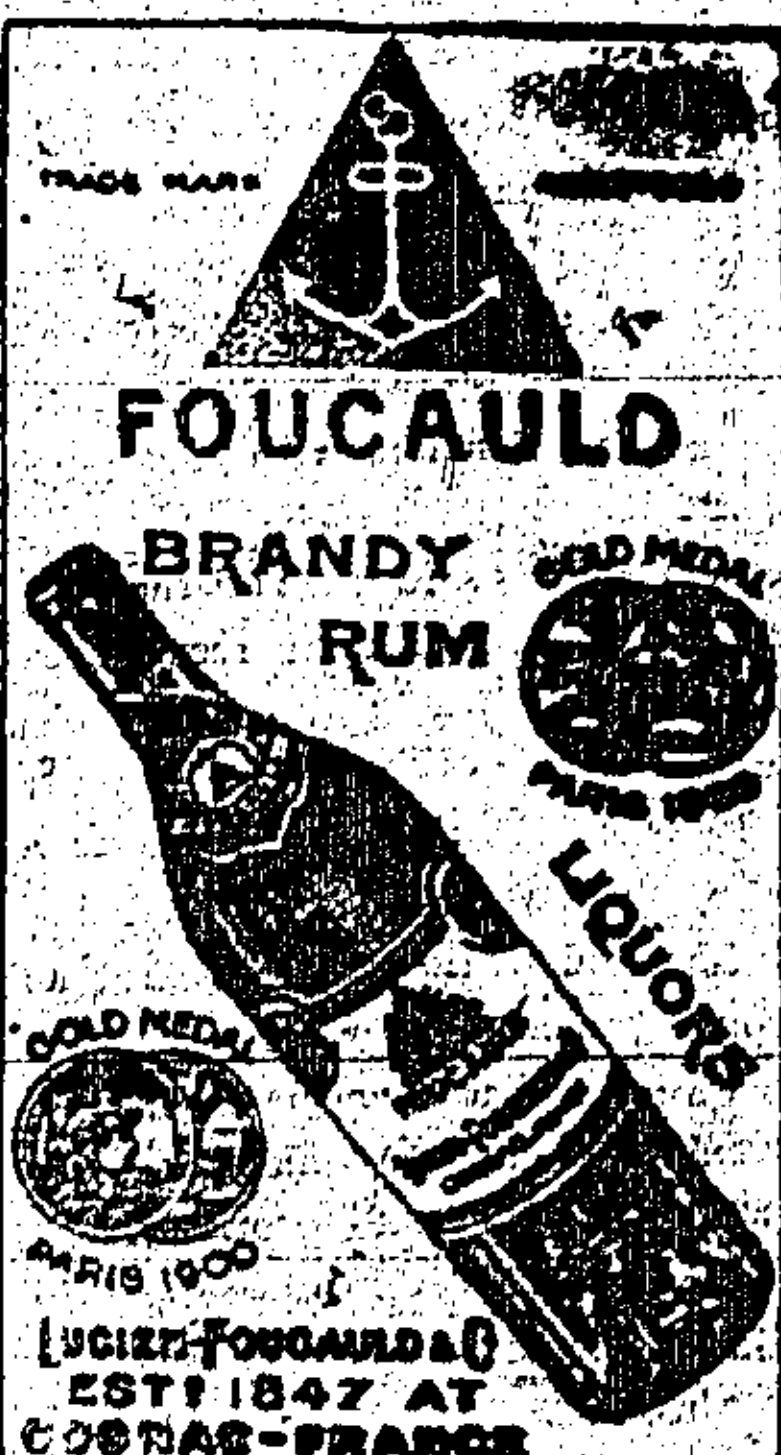
HONGKONG.

P.O. Box, 620. [60]

VISITORS TO CANTON  
Should Purchase  
BY THE PEARL RIVER.

CAPTAIN C. V. LLOYD  
With Illustrations, Maps and Plans  
PRICE \$1.75

On Sale at  
Hongkong: "DAILY PRESS" Office.  
Messrs. KELLY & WALSH, LTD.  
Messrs. BREWER & CO.  
Canton: Messrs. A. S. WATSON & CO.



THE NEW FRENCH REMEDY,  
THERAPION No. 1  
THERAPION No. 2  
THERAPION No. 3  
ESTD 1847 AT  
COGNAC-FRANCE



# THEATRE ROYAL.

## FRAWLEY COMPANY

In a season of the Latest and Greatest of  
London and New York Successes

T-O-N-I-G-H-T

### "A PAIR OF QUEENS"

A farce in 3 acts. By Fred Jackson.  
The First Time in Hongkong.

FRIDAY,

Aug. 13th.

### "THE 13th CHAIR"

BY SPECIAL REQUEST.

SATURDAY,

Aug. 14th.

### "THE MAN WHO CAME BACK"

This play is at present creating a furore in London.

BOOKING AT MOUTRIE'S.

[1258]

## DODWELL & COMPANY, LTD.

STEAMSHIP SERVICES.

Regular Sailings to

NEW YORK

via Panama Canal.

S.S. "EGREMONT CASTLE" ... on or about 12th Sept.

### LLOYD TRIESTINO

For SHANGHAI & JAPAN

S.S. "HUNGARIA" ... on or about 21st August.

For BRINDISI, VENICE & TRIESTE.

Taking Cargo on through Bills of Lading for LEVANT, BLACK SEA & DANUBE PORTS.

via SINGAPORE, PENANG & COLOMBO

S.S. "INNSBRUCK" ... on or about 26th September.

S.S. "HUNGARIA" ... on or about 3rd October.

## NANYO YUSEN KAISHA, Ltd.

(SOUTH SEA MAIL S.S. CO.)

Regular Services between

JAPAN, HONGKONG & JAVA.

For JAPAN

S.S. "HOKUTO MARU" ... sailing on or about 14th Aug.

S.S. "SAMARANG MARU" ... sailing on or about 14th Aug.

S.S. "RIOSUN MARU" ... sailing on or about 14th Sept.

For JAVA

S.S. "BORNEO MARU" ... sailing on or about 29th Aug.

S.S. "HOKUTO MARU" ... sailing on or about 14th Sept.

S.S. "SAMARANG MARU" ... sailing on or about 5th Oct.

## OCEAN TRANSPORT Co., Ltd.

(TAIYO KAIUN KAISHA)

Steamship Service Trans-Pacific.

Also to Australia, Europe, etc.

## NATAL LINE OF STEAMERS.

TAKING Cargo on through Bills of Lading for SOUTH AFRICAN PORTS with transshipment at CALCUTTA.

In conjunction with the

INDO CHINA STEAM NAVIGATION CO., LTD.

AND APCAR LINES.

connecting with

S.S. "UMONA" sailing from CALCUTTA ... on or about 29th August.

For Freight or Passage on any of the above Lines apply to:-

DODWELL & CO., LTD.

Agents

[110]

## NEW YORK DIRECT

Joint Service of the

"BLUE FUNNEL" LINE

OCEAN S.S. CO., LTD. and CHINA MUTUAL S.S. CO., LTD.

AND

AMERICAN & MANCHURIAN LINE

(ELLSERMAN & BUCKNALL S.S. CO., LTD.)

Sailings from Hongkong

"NINGBOH" ... via Suez ... 8th Sept.

"BIRMINGHAM CITY" ... via Suez ... 10th Sept.

"CITY OF DUNKER" ... via Suez ... 20th Sept.

\* calls also at Boston

Steamers proceed via Suez Canal or Panama Canal at Owner's option.

Subject to change without notice.

For freight and particulars apply to:-

BUTTERFIELD & SWIRE or THE BANK LINE LTD., HONGKONG.

HONGKONG and CANTON. REISS & CO., CANTON.

## COSTLY OBLIGATIONS.

BRITAIN'S FRONT FROM SINGAPORE TO CAIRO.

Lord Beauchamp presided at the opening meeting of the newly-formed League to Enforce Public Economy, held at the Essex Hall on June 16th.

Sir Donald Maclean said that notwithstanding very large decreases in the Army and Navy, there had been no real corresponding decrease in the estimates for these services. The Minister for Munitions recently submitted estimates and introduced them as credit estimates, on the ground that the results of the proceeds of the sale of war material were in excess of the cost of running the department. After some discussion they succeeded in getting the estimates withdrawn, but only because the Minister himself confessed that it was in the mind of the Government to wind up the Department in July, and yet they deliberately sought to get from the House of Commons the cost of a year's administration on its present basis. ("Shame.") A similar thing happened in the Navy. Estimates in connection with the Fleet Reserve, although an explanatory note in a memorandum said that the whole of that branch of the Service was under the consideration of a Committee, and that no scheme had yet been evolved. Yet they asked for the full vote. The demand broken down by its own obvious absurdity. The remedy for extravagance should be in the House itself, but it was not. During the discussions on the two instances he had given, at no time did the members present exceed 25, and sometimes the number fell to five, six, or seven.

General Gough, dealing with Army expenditure, said that by our obligations in Palestine and Mesopotamia we had now a front stretching from Singapore to Cairo, a distance of more than 4,000 miles. As a soldier, he wished to emphasize that such a front was too long, and created an immense burden and an immense responsibility, and meant possible danger which might lead to greatly increased expenditure. In wise strategy, concentration was of the first importance, but the Empire had dispersed its forces, and with this kind of policy, who could say that our commitments would not bring us serious trouble even before the year was out. In Palestine we had 23,000 men, and in Mesopotamia 70,000 men. A battalion in Mesopotamia cost £60,000 a year more than in England, and in Palestine £10,000 more than in this country.

## INDIAN CIVIL SERVICE.

REVISED PAY AND PERSONAL ALLOWANCES.

Many Hongkong Civil Servants will be interested in the following resolution published at Simla on July 24th.—In introducing the revised rates of pay for the Indian Civil Service it was provided in paragraph 4 of the home department resolution No. 288, dated the 12th February, 1920, that personal allowances should if necessary be given to individual officers, whose pay under the revised rates would, in consequence of unusually rapid promotion in the past, be less than the substantive pay they were drawing on the date of the introduction of the new rates.

It has, however, been brought to notice that in certain individual cases these orders have not sufficed to protect officers from an immediate reduction of emolument as no provision was made for the retention of acting allowances. In order to meet the latter class of case the Government of India have decided that officers of the Civil Service should be granted personal allowances where necessary so as to bring their remuneration up to the total of pay plus the acting allowance which they were drawing on the date of the introduction of the new rates of pay. These personal allowances will be absorbed in subsequent increments of pay in accordance with the principle of article 11, C. S. R. The case of an officer who was on the date of the introduction of the new rates officiating in a superior post, and who subsequently reverts to an inferior post or who was officiating in a post above or outside the time scale and subsequently reverts to a post in the time scale, the personal allowances will finally cease to be drawn from the date of such reversion. In all other cases the personal allowance will continue at the rate originally fixed subject to reduction in accordance with the provisions of article 61, C. S. R., irrespective of any grade reversion which the officer might have. The Government of India are aware that similar difficulties have arisen in regard to members of any of the other Imperial Services whose pay has been revised as a result of the recommendations of the Public Services Commission, but they are pleased to direct that personal allowances shall, where necessary, be given to members of such services on the principles laid down in paragraph 2 of this resolution.

## GLASS INDUSTRY IN INDIA.

A correspondent sends the Times of India some interesting details of the progress of the glass industry in India. Before the war, he says, India used to import lampware from Germany to the extent of 41 per cent., from Austria-Hungary to the extent of 28 per cent., from Belgium 11 per cent., whereas England sent out only 7 per cent. In 1917-18 even that percentage dwindled to 6, while Japan's exports of glass rose to 90 per cent. Even in the matter of tableware the same decline is to be noted. England exported 33 per cent. of sundry glassware to India before the war, which has now descended to 20 per cent. while Japan has rapidly climbed up from 10 per cent. to 70. During the same period the opportunities extended to India of self-improvement and advancement were fully utilized, a point on which the Indian Munitions Board comments in its latest report. The report also says that India is still unable to turn out useful tableware, though nearly 15 glass manufacturers are now producing other glass manufactures. Glass tubes, flasks and bangles have absorbed the general attention of the manufacturers. Though correct statistics are not available, the total output amounts to over £120,000.

## NOTICE TO CONSIGNEES.

"BEN" LINE OF STEAMERS.

From HULL, MIDDLESBRO.

LONDON & STRAITS.

The Steamship "BENARTY"

CONSIGNEES of Cargo are hereby informed that all Goods are being landed at their risk into the Godowns and/or extra Godowns of the Hongkong and Kowloon Wharf and Godown Co., Ltd., whence and/or from the wharves delivery may be obtained.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 16th inst. will be subject to rent.

All Claims against the Steamer must be presented to the Underwriter on or before the 24th inst., or they will not be recognized.

All broken, chafed and damaged Goods are to be left in the Godowns, where they will be examined on the 16th inst. at 10 a.m.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by GIBB, LIVINGSTON & CO., Agents.

Hongkong, August 9th, 1920. 1322

## INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.

NOTICE TO CONSIGNEES.

From CALCUTTA, PENANG AND SINGAPORE.

The Steamship "NAMSANG"

having arrived from the above ports, Consignees of Cargo by her are hereby informed that all Goods are being landed at their risk into the Godowns and/or extra Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, whence, and/or from the wharves, delivery may be obtained.

Goods not cleared by the 12th Aug. will be subject to rent.

All broken, chafed, and damaged packages are to be left in the Godowns, where they will be examined on the 16th inst. at 10 a.m.

No Claims against the steamer must be presented within 10 days of arrival, otherwise they will not be recognized.

No Fire Insurance will be effected by us in any case whatever.

Bills of Lading will be countersigned by JARDINE, MATHESON & Co., Ltd., General Managers.

Hongkong, August 6th, 1920. [1311]

## ERUPTIONS ON BABY'S HEAD

Itched And Could Not Sleep.

Cuticura Heals.

"My baby fell and cut the back of her head and about a week afterwards her head was like one mass of dry scurf eruptions. They itched and she scratched, and they festered all over her head. They made her very ill, and she could not sleep at night."

"Then I saw a Cuticura Soap and Ointment advertisement so I bought some, and I used four cakes of Cuticura Soap and three boxes of Cuticura Ointment when she was healed."

(Signed) Mrs. Eliza Agnes Hunt, 28, Colston St., Preston, Lancs., Eng.

Cuticura is ideal for every-day toilet uses. Soap to cleanse and purify, Ointment to soothe and heal.

Small tin, Ointment 1s. 3d. and 2s. 6d. Sold everywhere. The Cuticura Soap and Ointment Co., Lowell, Mass., U.S.A. Also for mail orders with price.

Small tin, Ointment 1s. 3d. and 2s. 6d. Sold everywhere. The Cuticura Soap and Ointment Co., Lowell, Mass., U.S.A. Also for mail orders with price.

Small tin, Ointment 1s. 3d. and 2s. 6d. Sold everywhere. The Cuticura Soap and Ointment Co., Lowell, Mass., U.S.A. Also for mail orders with price.

Small tin, Ointment 1s. 3d. and 2s. 6d. Sold everywhere. The Cuticura Soap and Ointment Co., Lowell, Mass., U.S.A. Also for mail orders with price.

Small tin, Ointment 1s. 3d. and 2s. 6d. Sold everywhere. The Cuticura Soap and Ointment Co., Lowell, Mass., U.S.A. Also for mail orders with price.

Small tin, Ointment 1s. 3d. and 2s. 6d. Sold everywhere. The Cuticura Soap and Ointment Co., Lowell, Mass., U.S.A. Also for mail orders with price.

Small tin, Ointment 1s. 3d. and 2s. 6d. Sold everywhere. The Cuticura Soap and Ointment Co., Lowell, Mass., U.S.A. Also for mail orders with price.

Small tin, Ointment 1s. 3d. and 2s. 6d. Sold everywhere. The Cuticura Soap and Ointment Co., Lowell, Mass., U.S.A. Also for mail orders with price.

Small tin, Ointment 1s. 3d. and 2s. 6d. Sold everywhere. The Cuticura Soap and Ointment Co., Lowell, Mass., U.S.A. Also for mail orders with price.

Small tin, Ointment 1s. 3d. and 2s. 6d. Sold everywhere. The Cuticura Soap and Ointment Co., Lowell, Mass., U.S.A. Also for mail orders with price.

Small tin, Ointment 1s. 3d. and 2s. 6d. Sold everywhere. The Cuticura Soap and Ointment Co., Lowell, Mass., U.S.A. Also for mail orders with price.

Small tin, Ointment 1s. 3d. and 2s. 6d. Sold everywhere. The Cuticura Soap and Ointment Co., Lowell, Mass., U.S.A. Also for mail orders with price.

Small tin, Ointment 1s. 3d. and 2s. 6d. Sold everywhere. The Cuticura Soap and Ointment Co., Lowell, Mass., U.S.A. Also for mail orders with price.

Small tin, Ointment 1s. 3d. and 2s. 6d. Sold everywhere. The Cuticura Soap and Ointment Co., Lowell, Mass., U.S.A. Also for mail orders with price.

Small tin, Ointment 1s. 3d. and 2s. 6d. Sold everywhere. The Cuticura Soap and Ointment Co., Lowell, Mass., U.S.A. Also for mail orders with price.

Small tin, Ointment 1s. 3d. and 2s. 6d. Sold everywhere. The Cuticura Soap and Ointment Co., Lowell, Mass., U.S.A. Also for mail orders with price.

Small tin, Ointment 1s. 3d. and 2s. 6d. Sold everywhere. The Cuticura Soap and Ointment Co., Lowell, Mass., U.S.A. Also for mail orders with price.

Small tin, Ointment 1s. 3d. and 2s. 6d. Sold everywhere. The Cuticura Soap and Ointment Co., Lowell, Mass., U.S.A. Also for mail orders with price.

Small tin, Ointment 1s. 3d. and 2s. 6d. Sold everywhere. The Cuticura Soap and Ointment Co., Lowell, Mass., U.S.A. Also for mail orders with price.

Small tin, Ointment 1s. 3d. and 2s. 6d. Sold everywhere. The Cuticura Soap and Ointment Co., Lowell, Mass., U.S.A. Also for mail orders with price.

Small tin, Ointment 1s. 3d. and 2s. 6d. Sold everywhere. The Cuticura Soap and Ointment Co., Lowell, Mass., U.S.A. Also for mail orders with price.

Small tin, Ointment 1s. 3d. and 2s. 6d. Sold everywhere. The Cuticura Soap and Ointment Co., Lowell, Mass., U.S.A. Also for mail orders with price.

## INDO-CHINA

STEAM NAVIGATION COMPANY, LIMITED

SAILINGS SUBJECT TO ALTERATION

MANILA ... "YUENSANG" ... Fri. 13th Aug. 3 p.m.  
SHANGHAI ... "HOPANG" ... Sun. 14th Aug. 11 a.m.  
SHANGHAI ... "HANGANG" ... Tues. 17th Aug. 11 a.m.  
HAIPHONG via HOIHOW ... "LOKANG" ... Tues. 17th Aug. 11 a.m.  
STRAITS & CALCUTTA ... "LAISANG" ... Wed. 18th Aug. 3 p.m.

CALCUTTA LINE.—This Line affords regular sailings to Calcutta, Penang and Singapore, returning from Calcutta steamers proceed via Straits and Hongkong to Japan, occasionally calling at Shanghai. All steamers have excellent passenger accommodation, are fitted with Electric Light and Fans and carry a fully-qualified Surgeon.

Sailings approximately every five days between Canton and Shanghai, sometimes calling at Swatow. Through tickets can be obtained and through Bill of Lading are issued to all Northern and Yangtze Ports via Shanghai. A weekly service is maintained with Manila by vessels with good passenger accommodation, sailing from both ports every Friday.

Sailings approximately weekly for passengers and cargo, calling at Hoihow when inducement offers.

One sailing per month between Hongkong and Sandakan by steamer having up-to-date accommodation for passengers. Cargo taken on through Bills of Lading for Kudat, Jesselton, Labuan, Tawau and Lahad Datar.

TIENTSIN LINE.—A regular service is run from March to November between Hongkong and Tientsin, calling at Weihaiwei and Chefoo.

## CALCUTTA LINE.

### S.S. "LAISANG"

will be despatched on or about Aug. 18th, at 3 p.m. for SINGAPORE, PENANG and CALCUTTA.

Cargo accepted on Through Bills of Lading (Transshipment at Singapore) to RANGOON, PORT SWETTENHAM MADRAS and DUTCH EAST INDIES.

For Freight or Passage apply to:-

Jardine, Matheson & Co., Ltd.

GENERAL MANAGERS

Telephone No. 216.

## GLEN AND SHIRE

Joint Service of Steamers.

U.K.-STRAITS, CHINA & JAPAN SERVICE.

OUTWAIRDS.

Vessel ... Due Hongkong  
"CARNARVONSHIRE" ... 15th Aug.  
"GLENNAVY" ... 20th Aug.  
"PEMBROKSHIRE" ... 13th Sept.

HOMEWAIRDS.

Vessel ... Leaves Hongkong ... Discharges  
M/V "GLENAMORY" ... about 25th Aug. ... LONDON & ROTTERDAM  
S/S "GLENBANDA" ... 6th Sept. ... LONDON & ANTWERP  
M/V "GLENARVONSHIRE" ... Middle of September ... GENEVA, LONDON & ANTWERP  
"CARNARVONSHIRE" ... End of Sept. ... GENEVA & LONDON.

Movements are subject to change without notice.

For freight or further particulars please apply to:-

Jardine, Matheson & Co., Ltd.

AGENTS: The Glen Line, Ltd.; The Royal Mail Steam Packet Co.; Owners of "Shire" Line.

To No. 21 sub. 5 ex 22.

Cable Address

Kawasaki, Kobe.

Sankey's A.B.C. 5th Ed.

and British Codes.

Telephone: Economy

354, 355

## KAWASAKI KISEN KAISHA

(KAWASAKI STEAMSHIP CO.)

CAPITAL PAID-UP ... ¥20,000,000

President: Mr. Y. KAWASAKI

Vice-President: Mr. K. MATSUURA

Managing Director: Mr. M. NAKA

The Company has on hand a Large Number of

## NEW CARGO STEAMERS

ALWAYS READY FOR

CHARTERS of all descriptions.

The following are comprised in the Company's Fleet:-

Eleven steamers of 9,100 tons each deadweight.

And under the Company's management:-

Twenty steamers of about 9,100 tons deadweight each.

Two steamers of about 6,100 tons deadweight each.

Belonging to the Kawasaki Dockyard Co., Ltd.

For Charter Rates and all other particulars apply to:-

KAWASAKI KISEN KAISHA,

No. 6, Bunko, Kobe

113

## CHINA MAIL S.S. CO., LTD.

FREIGHT AND PASSENGERS

"NANKING" "CHINA" "NILE"

16,000 tons 10,000 tons 11,000 tons

SAILINGS FROM HONGKONG FOR

### SAN FRANCISCO

via SHANGHAI, JAPAN PORTS AND HONOLULU

"NANKING" "CHINA" "NILE"

Aug. 19th. Sept. 24th. Aug. 28th.

An unsurpassed high-class passenger service.



## SHIPPING NEWS

## ARRIVALS.

August 10th.

*May Sang*, British str., 1,350 tons, Capt. Holmwood, from Shanghai, with a general cargo.—J. M. & Co.

*Zen Sui*, Siam str., 1,373 tons, Capt. Virachatra, from Haiphong, with a general cargo.—Fook Tai Cheong.

*Plassey*, British str., 4,411 tons, Capt. Clark, C.B.E., from London, with a general cargo.—P. & O.

*Yuen Sang*, British str., 1,133 tons, Capt. McAlister, from Manila, with a general cargo.—J. M. & Co.

August 11th.

*Amakusa Maru*, Japanese str., 2,250 tons, Capt. Kobayashi, from Keelung, with a general cargo and cargo of coal.—O.S.K.

*Amherst*, British str., 211 tons, Capt. Jones, from Fremantle and Sebatik, with a cargo of sandalwood.—Ah Kwai.

*Chekiang*, British str., 1,310 tons, Capt. E. Lloyd Jones, from Shanghai and Tsingtau, with a cargo of salt.—B. & S.

*Glenarth*, British str., 4,123 tons, Capt. Griffith, from Shanghai, with a general cargo.—J. M. & Co.

*Hai Hong*, British str., 1,270 tons (net), Capt. Passmore, from Swatow, with a general cargo.—Douglas LaPraik S.S. Co.

*Hirado Maru*, Japanese str., 835 tons, Capt. Okutani, from Muku, with a cargo of coal.—M. B. K.

*Tatsumi Maru*, Japanese str., 1,840 tons, Capt. Kawahara, from Bombay, with a general cargo.—N.Y.K.

*Tai Ser Ma*, Chinese str., 402 tons, Capt. Chan Chai, from Hoihow, with a general cargo.—Yan Fat.

*Tung Shing*, Chinese str., 763 tons, Capt. H. Udden, from Shanghai, with a general cargo.—Kwang Hong.

*Yingchow*, British str., 1,224 tons, Capt. Harrison, from Shanghai and Swatow, with a general cargo.—B. & S.

*Yue Ying Ma*, Chinese str., 998 tons, Capt. Anderson, from Swatow, with a general cargo.—Carmichael & Clark.

## CLEARANCES.

August 11th.

*Atlas Maru*, for Yokohama.

*Chekiang*, for Canton.

*Elkton*, for Seattle.

*Hai Hong*, for Keelung.

*Hirado Maru*, for Keelung.

*Hupin*, for Hongkong.

*Plassey*, for Shanghai.

*Shien Maru*, for Takao.

*Sushu Maru*, for Takao.

*Tatsumi Maru*, for Kobe.

*Tenyo Maru*, for San Francisco.

*Tung Shing*, for Canton.

*Venezuela*, for San Francisco.

*Yei Maru No. 2*, for Canton.

*Yingchow*, for Canton.

## ONLY ONE BID FOR THE EX "VATERLAND."

The United States Mail Steamship Co. of New York bid \$3,000,000 for the steamship *Vaterland*, formerly the German steamship *Vaterland*, for which the German Shipping Board, this was the only bid received for the *Vaterland*, and it is stipulated that if it were accepted the company \$3,000,000 at 5 per cent, interest, under the new shipping law, to be used in putting the vessel into condition, the Government also to furnish free of charge pier for the ship during reconstruction. Under the terms of the bid the company offered to give the Shipping Board 25 per cent. of the net earnings of the vessel for ten years or until final payment for the vessel was made.

The *Vaterland* was built in 1914 and has a gross tonnage of 54,522 tons. Her speed is 23.5 knots an hour.

## ONE BID FOR THE EX "PRINZ EITEL FREDERICH."

The only bid received for the purchase of the steamship *De Kalb* was that of the American Ship and Commerce Corporation of New York, which offered \$300,000 for the vessel. If the bid was accepted, the company stated, it would put the vessel on the United States-German route.

The *De Kalb*, formerly the *Prinz Eitel Friedrich*, was built in Seattle in 1912, and is of 3,707 gross tons.

Chairman Benson announced that the Shipping Board reserved action on the bids. He gave no intimation when the board would announce its decision as to acceptance or rejection.

## VESSELS EXPECTED.

*Dakar Maru* (Hamburg line), due Sept. 6th.

*Empress of Russia*, due August 21st.

*Buryplus*, due August 21st.

*Japan*, from India, due August 14th.

*Kanaka*, from New York, due August 23rd.

*Knight of the Garter* (Blue Funnel line), due September 1st.

*Monitor*, from Liverpool, due August 22nd.

*Mishima Maru* (European line), due Sept. 8th.

*Penang Maru* (South American line), due August 12th.

*Tango Maru*, from Sydney, due August 12th.

*Taiwan Maru* (Bombay line), due August 13th.

*Tokyo Maru* (Calcutta line), due August 25th.

*Wakasa Maru* (Liverpool line), due Sept. 12th.

## PASSENGERS.

## ARRIVALS.

Per s.s. *Hai Hong*, on August 11th.—Mr. Ellaby, Mr. Davies, Mr. Wood, and Mr. L. C. Winters.

Per s.s. *Plassey*, on August 11th.—Miss G. Bevard, Miss M. Beckett, Mr. L. Clarke, Mr. Davey, Mr. Deane, Mr. De Mik, Capt. Feylman, Mr. C. Hynes, Mr. E. Hickey, Mr. H. Heston, Mr. W. Jamieson, Mr. F. C. Miller, Mr. Meyer, Mr. Marcell, Mr. F. C. Miller, Mr. Meyer, Mr. T. G. Nye, Mr. R. Boorda, Mr. and Mrs. M. Foster, Mr. R. Boorda, Mr. and Mrs. Schofield, Miss Saunders, Mr. and Mrs. Saul, Mrs. Sinclair, Mr. Spiering, Commr. Yuner, Mr. W. Wodehouse, and Mr. W. Whitney.

## DEPARTURES.

Per s.s. *Venezuela*, on August 11th.—Mr. A. Anderson, Mr. W. G. Avery, Mr. A. Ayton, Mr. H. Ayton, Mrs. J. Babcock, Mrs. A. M. Brady, Miss E. Bates, Mr. A. L. Bascum, Mrs. O. Cooper, Miss Cooper, Mr. Paul Clarke, Mr. J. C. Cohn, Mr. H. C. Carriere, Mr. S. B. Davies, Mr. Paul Dean, Miss A. Dye, Mr. E. Ellis, Mrs. R. L. Ellis, Mrs. D. Fletcher, Mr. S. Garmey, Mr. and Mrs. F. Gomez, Mr. and Mrs. R. P. Haydock, Mr. W. A. Hannibal, Mr. A. M. Hughes, Mr. W. D. Hicks, Mr. S. Jamieson, Mrs. E. Jack, Mr. H. H. zur Kleinsmied, Miss C. Mitchell, Mr. and Mrs. T. D. Moorhead, Miss F. Moorhead, Major and Mrs. H. Murphy, Mr. J. B. Mackinnon, Mr. D. Mitchell, Mr. S. Morris, Mr. and Mrs. F. H. Meyers, Mrs. J. P. McKoon, Miss F. E. McKoon, Mr. E. P. Noonan, Mr. and Mrs. H. J. Naughton, Mr. E. R. Port, Mr. and Mrs. H. J. Naughton, Mr. Robert Raphael, Mr. and Mrs. Geo. Simmie, Mr. and Mrs. J. W. Shannon, Mr. and Mrs. O. Sanbary, Mrs. J. H. Seth, Miss K. Seth, Miss H. Seth, Mr. S. Tiglav, Mrs. B. Tompkins, Miss C. Tompkins, Mr. A. Vallette, Mr. and Mrs. J. Van Der Wateren, Miss H. Van Der Wateren, Mr. and Mrs. C. H. Williams, Mr. J. H. Williams, Mr. A. Wilkinson, Mr. W. Wylie, Mr. Robert Webb.

Per s.s. *Pilena*, on August 11th.—Mr. H. C. Bunje, Mr. and Mrs. E. R. Palmetto, Mr. R. E. Bellis, Mr. A. A. Leiser, Mr. H. G. Miller, Mr. and Mrs. F. Hoppe, Mr. Hoppe, Jr., Col. and Mrs. J. Santos, Miss Santos, Major and Mrs. Uhlid, Oliveira, Mr. and Mrs. G. H. France, Mr. Huan de Dios Vial, Mr. E. Thorne, D. Rosellinos, Rev. and Mrs. J. E. Thorne, Mr. W. H. Howe, Sister Candida Fighera, Sister Maria Mari, Capt. J. H. W. Esley, Berg, Mr. C. R. Miles, Mr. E. Jones, Miss A. C. Jones, Mr. J. P. Tarapor, Mr. and Mrs. A. E. P. Yannoulas, Mr. Georges Casanovic, Mr. and Mrs. Pliskids, Mr. and Mrs. I. Fishman, Mr. A. Levit, Mr. and Mrs. R. Tietz, Mr. F. Jagerman, Capt. and Mrs. H. Tobison, Mr. R. Wedderburn, Mr. V. Biebig, Mr. A. M. Wallenius, Mr. R. Til, Mr. C. Zanos, Mr. G. Tsounias, Mr. P. Costandacos, Commr. Count G. Monroy, Mr. E. Buttezzari, Mr. Sanclino Silvio, Mr. H. E. Borradaile, Miss E. Schmid, Mr. A. Pieningma, Mrs. A. Coultukaja, Mr. T. Andor Koch, Mrs. Hangi, Mr. W. Pucher, Mrs. Shible, Mr. and Mrs. A. Eveleigh, Mr. M. Loeel, Mr. and Mrs. G. Leinung, Mr. P. J. Voytska, Mr. C. J. Fisher, Mr. P. J. Voytska, Mr. C. J. Fisher, Mr. D. Alberti, Mr. G. N. Alekowsky, Mr. and Mrs. E. Linde, Mr. and Mrs. Miller, Mrs. G. d'Alessio, and Mr. and Mrs. Jurgens.

## SHIPPING MOVEMENTS.

The s.s. *Ajua* (Blue Funnel line) left Liverpool on July 31st for Hongkong, and is due here on September 11th.

The s.s. *Dunera* left Shanghai on August 10th, and is due here at about 6 p.m. on August 13th.

The N.Y.K. s.s. *Sado Maru* (European line) left London for this port via Suez on August 7th, and is expected here on September 10th.

The s.s. *Monteagle* will sail on Tuesday next, August 17th, at noon.

The N.Y.K. s.s. *Kanagawa Maru* (Liverpool line) left Kobe for this port via Moji and Shanghai on August 10th, and is expected here on August 20th.

The s.s. *Ango Maru* reached Yokohama on the 8th inst. and leaves on the 15th inst., being due at this port on the 27th inst.

## WEATHER REPORT.

August 11th, at 11.45.—No returns from Japan and Vladivostok.

Pressure has decreased slightly over Formosa and the coast of China, and increased slightly elsewhere; it remains lowest over Tongking.

Hongkong rainfall for the 24 hours ending at 10 a.m. to-day, 1.13 inches. Total since January 1st, 73.74 inches against an average of 57.10 inches.

The forecast for the 24 hours ending at noon to-day is as follows:—

DISTRICT FORECAST.  
S. and S.W. or variable winds, moderate to heavy rain.  
Hongkong to Gap Rock.  
Formosa Channel.  
South coast of China between (The same as Hongkong and Lanchow) No. 1.  
South coast of China between (The same as Hongkong and Lanchow) No. 1.

## HONGKONG METEOROLOGICAL REGISTER.

Hongkong Observatory, August 11th.

|                | Previous On Date | On Date | at 3 p.m. | at 6 a.m. | at 3 p.m. |
|----------------|------------------|---------|-----------|-----------|-----------|
| Barometer      | 29.61            | 29.63   | 29.63     |           |           |
| Temperature    | 82               | 82      | 85        |           |           |
| Humidity       | 88               | 88      | 85        |           |           |
| Wind Direction | East             | WSW     | WSW       |           |           |
| Force          | 2                | 2       | 2         |           |           |
| Rain           | 0.66             | —       | 0.81      |           |           |

Highest open-air Temperature on 10th, 85°  
Lowest open-air Temperature on 11th, 80°

## HONGKONG TIDE TABLE.

From August 12th to 18th, 1920.

| Day of Month | Hour of Day | High Water           |        | Low Water            |        |
|--------------|-------------|----------------------|--------|----------------------|--------|
|              |             | H'kong Standard Time | Height | H'kong Standard Time | Height |
| Thur. 12     | h. m.       | 7 20                 | 5.5    | 10 30                | 2.5    |
|              |             | 8 15                 | 4.5    | 11 25                | 3.5    |
| Fri. 13      |             | 8 18                 | 4.5    | 11 25                | 3.5    |
|              |             | 9 13                 | 4.5    | 12 20                | 3.5    |
| Satur. 14    |             | 9 13                 | 4.5    | 12 20                | 3.5    |
|              |             | 10 07                | 5.0    | 1 15                 | 3.5    |
| Sun. 15      |             | 10 07                | 5.0    | 1 15                 | 3.5    |
|              |             | 10 58                | 5.0    | 2 08                 | 3.5    |
| Mon. 16      |             | 10 49                | 5.2    | 2 03                 | 3.4    |
|              |             | 11 26                | 5.4    | 2 47                 | 3.4    |
| Tues. 17     |             | 11 27                | 5.5    | 2 47                 | 3.4    |
|              |             | 11 57                | 5.5    | 3 23                 | 3.4    |
| Wed. 18      |             | 0 44                 | 5.8    | 4 04                 | 3.4    |

## CP &amp; OS SAILINGS

## HONGKONG to VANCOUVER

| Steamer            | From Hongkong | Arr. Vancouver |
|--------------------|---------------|----------------|
| MONTEAGLE          | Aug. 17       | Sept. 5        |
| EMPERESS OF RUSSIA | Aug. 28       | Sept. 13       |
| EMPERESS OF JAPAN  | Sept. 14      | Oct. 1         |
| EMPERESS OF ASIA   | Sept. 24      | Oct. 11        |
| EMPERESS OF RUSSIA | Oct. 21       | Nov. 8         |
| MONTEAGLE          | Oct. 25       | Nov. 19        |
| EMPERESS OF JAPAN  | Nov. 9        | Dec. 6         |
| EMPERESS OF ASIA   | Nov. 18       | Dec. 30        |
| EMPERESS OF RUSSIA | Dec. 16       | Jan. 2         |
| MONTEAGLE          | Dec. 31       | Jan. 24        |

Passengers in Europe are strongly urged to determine the exact date of departure for their departure from the Orient in advance as possible, their departure from the Orient. Time conditions on the Atlantic are as complex as possible. Atlantic reservations can be arranged by letter or cable for all passengers to Europe. Freight, mail, and cargo for all passengers to Europe. Freight, mail, and cargo for all passengers to Europe. Freight, mail, and cargo for all passengers to Europe.

For fares and other information please apply to HONGKONG OFFICE.

Telephone 702. Cable address: CANADIAN PACIFIC OCEAN SERVICES.

## FOR MAURITIUS &amp; DELAGOA BAY.

## S.S. "LINDSAY MOLLER"

sailing on 22nd August.

For PASSAGE &amp; FREIGHT APPLY TO—

INNES & MANU,  
AGENTS,  
15, WINDHAM STREET.

1173]

FOR BOSTON & OR NEW YORK  
PRINCE LINE FAR EAST SERVICE.

"CELTIC PRINCE"

For NEW YORK

Early October.

Steamers proceed via Suez Canal or Panama Canal at Owners' option.  
For freight and further particulars, apply to—  
SHEWAN TOMES & CO.,  
Agents.

## VESSELS ADVERTISED AS LOADING

| DESTINATION                                         | VESSEL'S NAME     | FLAG  | FOR FREIGHT APPLY TO              | TO BE DESPATCHED           |
|-----------------------------------------------------|-------------------|-------|-----------------------------------|----------------------------|
| BOSTON & NEW YORK via SUEZ                          | Ningchow          | Brit  | The Bank Line, Ltd.               | On 6th Sept                |
| NEW YORK via SUEZ CANAL                             | Akita Maru        | Jap   | Nippon Yusen Kaisha               | On 25th inst.              |
| NEW YORK via PANAMA CANAL                           | Exmouth Castle    | Brit  | Doddwell & Co., Ltd.              | About 13th Sept.           |
| NEW YORK via JAPAN PORTS, SAN FRANCISCO &c.         | Honolulu Maru     | Jap.  | Ozaka Shosen Kaisha               | On 9th Sept.               |
| NEW YORK via SUEZ CANAL                             | Celtic Prince     | Am.   | Shewan, Tomes & Co.               | Early Oct.                 |
| NEW YORK via SUEZ CANAL                             | Elkton            | Am.   | The Admiral Line Pacific S.S. Co. | About 11th inst.           |
| SAN FRANCISCO via SHANGHAI & JAPAN, &c.             | Tenyo Maru        | Jap   | Toyo Kisen Kaisha                 | On 13th inst.              |
| SAN FRANCISCO via SHANGHAI & JAPAN, &c.             | Nanking           | Am.   | China Mail S.S. Co., Ltd.         | On 19th inst.              |
| SAN FRANCISCO via SHANGHAI & JAPAN, &c.             | Nile              | Am.   | China Mail S.S. Co., Ltd.         | On 25th inst.              |
| SAN FRANCISCO via SHANGHAI & JAPAN, &c.             | Shinyo Maru       | Jap.  | Toyo Kisen Kaisha                 | On 8th Sept.               |
| SEATTLE & VICTORIA via J. PORT, SHANGHAI, &c.       | Toyohashi Maru    | Jap   | Nippon Yusen Kaisha               | On 15th inst., at 11 A.M.  |
| SEATTLE, TACOMA, VICTORIA & VANCOUVER               | City of Spokane   | Am.   | The Admiral Line Pacific S.S. Co. | About 19th inst.           |
| SEATTLE, TACOMA, VICTORIA & VANCOUVER               | Delight           | Am.   | Frank Waterhouse & Co.            | About 23th inst.           |
| SEATTLE, TACOMA, VICTORIA & VANCOUVER &c.           | Coast             | Am.   | The Admiral Line Pacific S.S. Co. | About 23rd inst.           |
| PORTLAND                                            | Monteagle         | Brit. | Canadian Pacific O. S. Ltd.       | On 17th inst.              |
| VANCOUVER via SHANGHAI & JAPAN, &c.                 | Empress of Russia | Brit. | Butterfield & Swire               | On 15th inst.              |
| VANCOUVER via SHANGHAI & JAPAN, &c.                 | Lydon             | Brit. | Ozaka Shosen Kaisha               | On 20th inst.              |
| VICTORIA, SEATTLE & VANCOUVER                       | Africa Maru       | Jap.  | P. & O. B. I. & A. L.             | About 16th inst.           |
| VICTORIA, VANCOUVER, SEATTLE & TACOMA               | Lahore            | Brit. | Messageries Maritimes             | About 24th inst.           |
| MADEIRA, LISBON & LONDON via SPAIN, FLYING &c.      | Amazone           | Brit. | Nippon Yusen Kaisha               | On 20th inst.              |
| LIVERPOOL & LONDON via SPAIN, FLYING &c.            | Kangaswa Maru     | Jap.  | Butterfield & Swire               | On 20th inst.              |
| LIVERPOOL & LONDON via SPAIN, FLYING &c.            | Alcinous          | Brit. | Butterfield & Swire               | On 22nd inst.              |
| GENOA, LONDON & LIVERPOOL                           | Bellerophon       | Brit. | Butterfield & Swire               | On 16th inst.              |
| GENOA, LONDON & LIVERPOOL                           | Oanfa             | Brit. | Butterfield & Swire               | On 20th inst., at Noon     |
| LONDON, AMSTERDAM & ANTWERP                         | Shidzuoka Maru    | Jap.  | Nippon Yusen Kaisha               | On 22nd inst.              |
| LONDON & ANTWERP via SINGAPORE, PENANG, &c.         | Prometheus        | Brit. | Butterfield & Swire               | About 23th inst.           |
| LONDON & ANTWERP                                    | Glenahoy          | Brit. | Jardine, Matheson & Co., Ltd.     | On 31st inst.              |
| LONDON, AMSTERDAM & HAMBURG                         | Protelias         | Brit. | Butterfield & Swire               | On 7th Sept.               |
| LONDON, ANTWERP & ROTTERDAM &c.                     | Alps Maru         | Jap.  | Ozaka Shosen Kaisha               | On 10th Sept.              |
| LONDON                                              | Kansas            | Brit. | The Bank Line, Ltd.               | Beginning of Sept.         |
| ROTTERDAM & HAMBURG                                 | Goba              | Brit. | Butterfield & Swire               | On 22nd inst.              |
| MAURITIUS & DEMAGOGA BAY                            | Lindsay Moller    | Brit. | Innes & Mann                      | About 14th inst. at 4 P.M. |
| BOMBAY via STRAITS & COLOMBO                        | Dunera            | Brit. | P. & O. B. I. & A. L.             | On 24th inst.              |
| BOMBAY & COLOMBO                                    | Luzon Maru        | Jap.  | Ozaka Shosen Kaisha               | On 18th inst., at 3 P.M.   |
| ST. PAUL & CALCUTTA                                 | Laisang           | Brit. | Jardine, Matheson & Co., Ltd.     | On 20th inst.              |
| BOMBAY & COLOMBO via SINGAPORE                      | Tenbin Maru       | Jap.  | Nippon Yusen Kaisha               | On 17th inst.              |
| SINGAPORE, PENANG & BELAWAN-DELL                    | Yan Wacryok       | Jap.  | Java-China-Japan-Lijn             | About 6th Sept.            |
| SINGAPORE, PENANG, CMO. BRINDISI, VENICE, &c.       | Innsbruck         | Brit. | Dr. & Co., Ltd.                   | On 13th inst.              |
| CHITTAUR & HADDOON via SINGAPORE & PENANG           | Penang Maru       | Jap.  | Nippon Yusen Kaisha               | About 17th inst.           |
| CALCUTTA via STRAITS & RANGOON                      | Takada            | Brit. | P. & O. B. I. & A. L.             | About 12th inst.           |
| LOS ANGELES, CALIFORNIA, U.S.A.                     | West Montop       | Am.   | Los Angeles Pacific Nav. Co.      | On 13th inst., at 4 P.M.   |
| AUSTRALIAN PORTS                                    | Taiyuan           | Brit. | Butterfield & Swire               | On 19th inst., at 11 A.M.  |
| AUSTRALIAN PORTS via MANILA                         | Aki Maru          | Jap.  | Nippon Yusen Kaisha               | About 17th inst.           |
| AUSTRALIAN PORTS via SANDAKAY                       | Eastern           | Brit. | P. & O. B. I. & A. L.             | About 12th Sept.           |
| AUSTRALIAN PORTS via MANILA                         | Hwah Ping         | Chl.  | The China & Australia S.S. Co.    | On 13th inst.              |
| SOURCE, MELBOURNE, N. P. R. via CAPE                | Penang Maru       | Jap.  | Nippon Yusen Kaisha               | On 23rd Sept.              |
| SYDNEY & MELBOURNE                                  | Kanagawa Maru     | Jap.  | Ozaka Shosen Kaisha               | On 9th Sept.               |
| YOKOHAMA, ABE, Rio De Janeiro, Santos, &c.          | Chicago Maru      | Jap.  | Ozaka Shosen Kaisha               | On 9th Sept.               |
| YAL PA. also via JAPAN, HONOLULU, SAN FRANCISCO &c. | Aryo Maru         | Jap.  | Toyo Kisen Kaisha                 | On 30th inst.              |
| JAPAN PORTS                                         | Madras Maru       | Brit. | Ozaka Shosen Kaisha               | About 14th inst.           |
| JAPAN                                               | Hokoku Maru       | Jap.  | Doddwell & Co., Ltd.              | About 19th inst.           |
| YOKOHAMA                                            | Tijeboc           | Dut.  | Java-China-Japan Lijn             | On 20th inst., at 11 A.M.  |
| NAGASAKI, KORE & YOKOHAMA                           | Tango Maru        | Jap.  | Nippon Yusen Kaisha               | On 16th inst., at Dlight   |
| WUHAN, SHANGHAI & TIENTSIN                          | Huichow           | Brit. | Butterfield & Swire               | On 12th inst., at 10 A.M.  |
| SHANGHAI                                            | Flam              | Brit. | P. & O. B. I. & A. L.             | On 13th inst., at 11 A.M.  |
| SHANGHAI, KORE & YOKOHAMA                           | Taiwan Maru       | Jap.  | Nippon Yusen Kaisha               | On 13th inst., at 4 P.M.   |
| SHANGHAI                                            | Sunning           | Jap.  | Butterfield & Swire               | On 14th inst., at 4 P.M.   |
| SHANGHAI & TIENTSIN                                 | Yingchow          | Brit. | Jardine, Matheson & Co., Ltd.     | On 17th inst., at Dlight   |
| SHANGHAI                                            | Hopang            | Brit. | Jardine, Matheson & Co., Ltd.     | About 17th inst.           |
| SHANGHAI, KORE & YOKOHAMA                           | Brangang          | Brit. | Messageries Maritime              | About 31st inst.           |
| SHANGHAI & JAPAN                                    | Paul Leat         | Brit. | Doddwell & Co., Ltd.              | On 19th inst., at Noon     |
| SHANGHAI                                            | Hungaria          | Brit. | Butterfield & Swire               | On 17th inst., at 10 A.M.  |
| AMOI, SHANGHAI, PEKING                              | Sinkiang          | Brit. | Butterfield & Swire               | On 13th inst., at 2 P.M.   |
| SWATOW, AMOI & FOCHOW                               | Zeichen           | Brit. | Douglas LaPraik & Co.             | On 17th inst., at 3 P.M.   |
| SWATOW, AMOI & FOCHOW                               | Hachang           | Brit. | Douglas LaPraik & Co.             | On 17th inst., at Noon     |
| SWATOW & BANGKOK                                    | Chinhua           | Brit. | Butterfield & Swire               | On 20th inst., at 2 P.M.   |
| SWATOW, AMOI & FOCHOW                               | Hailong           | Brit. | Douglas LaPraik & Co.             | On 17th inst., at Dlight   |
| HAIKOW via HOIHOW                                   | Lokang            | Jap.  | Jardine, Matheson & Co., Ltd.     | On 15th inst.              |
| KEELUNG via SWATOW & AMOI                           | Amakusa Maru      | Jap.  | Ozaka Shosen Kaisha               | On 12th inst.              |
| TAKAO via SWATOW & AMOI                             | Roku Maru         | Jap.  | Jardine, Matheson & Co., Ltd.     | On 13th inst., at 3 P.M.   |
| MANILA                                              | Yuenyang          | Brit. | Java-China-Japan Lijn             | About 12th inst.           |
| JAVA                                                | Haiyang           | Dut.  | Doddwell & Co., Ltd.              | About 9th inst.            |
| SINGAPORE, RANGOON & SINGAPORE                      | Rorneo Maru       | Brit. | Ozaka Shosen Kaisha               | On 1st Sept                |



## AMERICAN & ORIENTAL LINE

FOR HAVANA AND NEW YORK  
via Panama Canal.  
Subject to change without notice.

## ORIENTAL AFRICAN LINE. INDIAN AFRICAN LINE.

Cargo carried on through Bills of Lading from HONGKONG to BEIRA, ELADON BAY, DURBAN (Natal), EAST LONDON, PORT ELIZABETH and CAPE TOWN direct or with transshipment at CALCUTTA and/or COLOMBO.

For particulars apply to—

THE BANK LINE LTD.  
Managing Agent.

## "ELLERMAN" LINE. ELLERMAN & BUCKNALL S.S. CO. LTD.

JAPAN, CHINA AND STRAITS

UNITED KINGDOM AND CONTINENT.

LONDON ... "KANSAS" ... 10th Sept.  
LONDON ... "SWAZI" ... 20th Sept.

Subject to change without notice.

For particulars of sailings shippers are requested to apply to the undersigned.

THE BANK LINE LTD.

or to ROPS & CO., CANTON

General Agents

## C. N. C. CHINA NAVIGATION CO., LTD.

SAILINGS SUBJECT TO ALTERATION.

| For      | Steamer    | To Sail              |
|----------|------------|----------------------|
| HONGKONG | "NINGPO"   | On 11th Aug. 8 A.M.  |
| HONGKONG | "HUPH"     | On 12th Aug. 9 A.M.  |
| HONGKONG | "BURNING"  | On 13th Aug. 4 P.M.  |
| HONGKONG | "KASHING"  | On 14th Aug. 4 P.M.  |
| HONGKONG | "TOSCHOW"  | On 15th Aug. 4 P.M.  |
| HONGKONG | "HONGHAI"  | On 16th Aug. 10 A.M. |
| HONGKONG | "HONGHAI"  | On 17th Aug. 10 A.M. |
| HONGKONG | "CHINKUA"  | On 18th Aug. Noon.   |
| HONGKONG | "SINKUANG" | On 19th Aug. Noon.   |

SHANGHAI LINE—PASSENGERS, MAILS and CARGO. Excellent Saloon accommodation. Amplest. Electric Light and Fans in Saloon and State-rooms. Regular schedule service between Canton, Hongkong, Shanghai (three weekly) and Tientsin (weekly), taking Cargo on through Bills of Lading to all European and Northern China Ports. Passengers are landed in Shanghai avoiding the inconvenience of transshipment at Wooming.

BANGKOK LINE—Weekly service to and from Bangkok via Swatow. For Freight or Passage apply to—

BUTTERFIELD & SWIRE  
Agents.

## DOUGLAS STEAMSHIP CO., LTD.

HONGKONG AND SOUTH CHINA COAST-PORT SERVICE.

REGULAR SERVICE of Fast, High Class Coast Steamers having good accommodation for First Class Passengers Electric Light and Fans in saloons and Saloons and excellent cuisine.

FOR

## SWATOW, AMOY AND FOCHOW AND RETURN

|           |                        |
|-----------|------------------------|
| "HAIKONG" | On 18th Aug. at 2 P.M. |
| "HAIKONG" | On 19th Aug. at 2 P.M. |
| "HAIKONG" | On 20th Aug. at 2 P.M. |

Arrivals and Departures from the Company's Wharf (near Elder's Pier).

For Freight and Passage, apply to—

DOUGLAS LARAIR & CO.,  
General Manager.

## LOS ANGELES PACIFIC NAVIGATION COMPANY TRANS-PACIFIC FREIGHT SERVICE

HONGKONG

LOS ANGELES CALIFORNIA, U.S.A.

|             |              |
|-------------|--------------|
| LOS ANGELES | On 12th Aug. |
| LOS ANGELES | On 13th Aug. |
| LOS ANGELES | On 14th Aug. |

Through Bills of Lading to all U.S. and Canadian Ports and to all European Ports. Through Bills of Lading to all U.S. and Canadian Ports and to all European Ports.

## P. & O. - BRITISH INDIA.

## APCAR AND EASTERN &

## AUSTRALIAN LINES

(COMPANIES INCORPORATED IN ENGLAND)

## MAIL AND PASSENGER SERVICES

STRAITS, JAVA, BURMA, Ceylon, INDIA, PERSIAN GULF, WEST INDIES.

MAURITIUS, EAST & SOUTH AFRICA, AUSTRALASIA, INCLUDING

NEW ZEALAND & QUEENSLAND PORTS, RED SEA.

EGYPT, EUROPE, ETC.

## PENINSULAR & ORIENTAL SAILINGS (South)

| S.S.             | Tons  | From Hongkong (approx.) | Destination              |
|------------------|-------|-------------------------|--------------------------|
| "LAHORE" (Cargo) | 8,300 | 10th Aug. 4 P.M.        | Madras, London & Antwerp |
| "DUNKER"         | 8,400 | 14th Aug. 4 P.M.        | Madras, London & Antwerp |
| "KALYAN"         | 8,000 | 20th Aug.               | Madras, London & Antwerp |
| "PLASSY"         | 7,400 | 26th Aug.               | Madras, London & Antwerp |
| "KHYA"           | 8,000 | 14th Sept.              | Madras, London & Antwerp |

## BRITISH INDIA - APCAR SAILINGS (South)

|          |       |           |                            |
|----------|-------|-----------|----------------------------|
| "TAKADA" | 7,000 | 17th Aug. | Madras, Rangoon & Calcutta |
|----------|-------|-----------|----------------------------|

## EASTERN & AUSTRALIAN SAILINGS (South)

|           |       |           |                            |
|-----------|-------|-----------|----------------------------|
| "EASTERN" | 4,000 | 17th Aug. | Madras, Rangoon & Calcutta |
|-----------|-------|-----------|----------------------------|

## SAILINGS TO SHANGHAI & JAPAN

|               |       |                   |                  |
|---------------|-------|-------------------|------------------|
| "PLASSY"      | 7,400 | 10th Aug. 10 A.M. | Shanghai only    |
| "JAPPA"       | 8,100 | 16th Aug.         | Shanghai & Japan |
| "APCAR APCAR" | 8,400 | 17th Aug.         | Shanghai & Japan |
| "KHYA"        | 8,000 | 26th Aug.         | Shanghai & Japan |
| "KADHAS"      | 7,000 | 28th Aug.         | Shanghai & Japan |

WIRELESS TELEGRAPHY FITTED ON ALL STEAMERS

Notice to Consignees. Consignees are reminded of the necessity to apply to the Company's Agents regarding arrival of consignments expected of which they have received documents or advice. Any damaged packages must be left in the Godowns for examination by the Consignee and the Company's Surveyors. Claims must be presented within ten days on MONDAYS and TUESDAYS. All Claims must be presented within ten days of the Steamer's arrival here, after which date they cannot be recognized. No Claims will be admitted after the goods have left the Godown.

For Further Information, Passage Fare, Freight, Handbooks, etc., apply to MACKINNON, MACKENZIE & CO., Agents.

24, Des Voeux Road Central, HONGKONG.

## O. S. K. OSAKA SHOSEN KAISHA.

SAILINGS FROM HONGKONG SUBJECT TO ALTERATION.

LONDON, ANTWERP, ROTTERDAM & HAMBURG

Monthly direct service via Singapore and Port Said.

"ALFA MARU" (Call Marseilles) ... Tuesday, 7th Sept.

"ATLAS MARU" ... Saturday, 26th Sept.

BUENOS AIRES, RIO DE JANEIRO, SANTOS.

MAURITIUS, DURBAN and CAPE TOWN via SINGAPORE.

"CHICAGO MARU" ... Tuesday, 28th Sept.

"CANADA MARU" ... Tuesday, 2nd Nov.

BOMBAY & COLOMBO—Regular monthly service via Singapore.

"SIAM MARU" ... Monday, 22nd Aug.

"TAJON MARU" ... Tuesday, 24th Aug.

SAIGON, BANGKOK & SINGAPORE—Regular monthly service.

"BRITISH MARU" ... Wednesday, 1st Sept.

SYDNEY & MELBOURNE—Monthly service, sailing cargo to New Zealand and Australia.

"KORAI MARU" ... Friday, 24th Sept.

VICTORIA, VANCOUVER, SEATTLE & TACOMA

Regular fortnightly service, landing at intermediate ports in Japan and taking cargo to OREGON and U.S. in connection with Chinese Mail Service and S.S. Line.

"AFRICA MARU" ... Friday, 26th Aug.

SAN FRANCISCO & NEW ORLEANS.

"BORNEO MARU" ... Wednesday, 1st Sept.

NEW YORK—Regular monthly service via Japan, Port of Spain, Panama and Colon.

"HONOLULU MARU" ... Thursday, 2nd Sept.

NEW ORLEANS LINE

"JAPAN MARU" ... Monday, 30th Aug.

KEELUNG, SWATOW & AMOY

"KORAI MARU" ... Friday, 24th Sept.

TAKAO, SWATOW & AMOY

"KORAI MARU" ... Friday, 24th Sept.

"KORAI MARU" ... Friday, 24th Sept.

## T. K. K. TOYO KISEN KAISHA

HONGKONG TO SAN FRANCISCO

VIA SHANGHAI, THE INLAND SEA, JAPAN & HONOLULU.

"THE PATERNAL OF THE SUN."

| STEAMER      | TONS   | LEAVE HONGKONG |
|--------------|--------|----------------|
| TENYO MARU   | 22,000 | Aug. 12th      |
| SHIMIZU MARU | 22,000 | Sept. 8th      |
| YAMATO MARU  | 20,000 | Sept. 17th     |
| KOBATA MARU  | 20,000 | Sept. 30th     |
| SHIMIZU MARU | 20,000 | Oct. 12th      |

## SOUTH AMERICAN LINE

HONGKONG TO VALPARAISO

VIA JAPAN, HONOLULU, HILO, SAN FRANCISCO, SAN PEDRO, SALTO.

CHILE, BALBOA, CALLAO, MOLLEND, ARICA & IQUIQUE.

Through by Trans-Andean Route to Buenos Aires.

STEAMER TONS LEAVE HONGKONG

ANTO MARU 18,500 Sept. 8th

SHIMIZU MARU 14,000 Nov. 8th

For full information regarding passengers, freight and sailings apply to—

Y. TSUTSUMI, Manager.

King's Building. Tel. Nos. 2374 & 2375.

Agents at Canton: Messrs. T. E. GRIFFITHS, LTD.

## MESSAGERIES MARITIMES.

## FRENCH MAIL LINES.

SAILINGS FROM HONGKONG SUBJECT TO ALTERATION.

DESTINATION STEAMER & TONNAGE SAILING DATE

SHANGHAI, KOBE & YOKOHAMA "PAUL LEGAT" 21,000 On or about 17th Aug.

"ARMAND BERIO" 10,000 On or about 4th Sept.

MARSEILLE, SINGAPORE, COLOMBO, SUEZ, PORT SAID "AMAZON" 10,000 On or about 20th Aug.

"ANDRE LEBON" 25,000 On or about 6th Sept.

ALL STEAMERS FITTED WITH WIRELESS TELEGRAPHY.

For full particulars regarding sailings, etc., apply to—

R. BODENFUSER, Acting Agent.

Queen's Building.

Telephone 740.



PACIFIC STEAMSHIP COMPANY

TRANS-PACIFIC FREIGHT SERVICE

Operating the following U.S. Flag Steamers

For SEATTLE, TACOMA, VICTORIA, VANCOUVER

(calling at Seattle and Tacoma)

"CITY OF SEATTLE" ... About Aug. 18th

For PORTLAND direct

(calling at Seattle and Tacoma)

"COAST" ... About Aug. 22nd

For SAN FRANCISCO and SEATTLE

"ELTON" ... About Aug. 11th

Through bills of lading issued to European ports.

For Freight and Passage apply to

THE ADMIRAL LINE.

Telephone 2477 & 2478. 11th Floor, Hotel Morrison.

## PACIFIC MAIL S.S. CO.

U.S. MAIL LINE

Operating the new first-class steamers

"EQUADOR" "VENEZUELA" & "COLOMBIA"

HONGKONG TO SAN FRANCISCO

VIA SHANGHAI, KOBE, YOKOHAMA & HONOLULU.

THE SUNSHINE BELT

The most comfortable route to America and Europe

SAILINGS FROM HONGKONG AT NOON

ALSO

## HONGKONG-CALCUTTA SERVICE

Cargo carried on through Bills of Lading to all U.S. and Canadian Ports.

Through Bills of Lading to all U.S. and Canadian Ports.

For further information apply to—

PACIFIC MAIL S.S. CO.

11th Floor, Hotel Morrison.

Telephone 2477 & 2478.



## POST OFFICE NOTICE

## INWARD MAILS

| FROM     | PER     | DATE      |
|----------|---------|-----------|
| JAPAN    | Perseus | 12th Aug. |
| SHANGHAI | Perseus | 12th Aug. |
| SHANGHAI | Perseus | 12th Aug. |
| SHANGHAI | Perseus | 12th Aug. |
| SHANGHAI | Perseus | 12th Aug. |
| SHANGHAI | Perseus | 12th Aug. |
| SHANGHAI | Perseus | 12th Aug. |
| SHANGHAI | Perseus | 12th Aug. |
| SHANGHAI | Perseus | 12th Aug. |
| SHANGHAI | Perseus | 12th Aug. |

## OUTWARD MAILS

| FOR                                    | PER     | DATE                       |
|----------------------------------------|---------|----------------------------|
| Hongkong and Straits                   | Perseus | Thursday, 12th, 8:00 A.M.  |
| Shanghai and North China               | Perseus | Thursday, 12th, 8:00 A.M.  |
| Shanghai, North China & Japan via Kobe | Perseus | Thursday, 12th, 10:00 A.M. |
| Shanghai, North China & Japan via Kobe | Perseus | Thursday, 12th, 10:00 A.M. |
| Shanghai, North China & Japan via Kobe | Perseus | Thursday, 12th, 10:00 A.M. |
| Shanghai, North China & Japan via Kobe | Perseus | Thursday, 12th, 10:00 A.M. |
| Shanghai, North China & Japan via Kobe | Perseus | Thursday, 12th, 10:00 A.M. |
| Shanghai, North China & Japan via Kobe | Perseus | Thursday, 12th, 10:00 A.M. |
| Shanghai, North China & Japan via Kobe | Perseus | Thursday, 12th, 10:00 A.M. |
| Shanghai, North China & Japan via Kobe | Perseus | Thursday, 12th, 10:00 A.M. |

\* Correspondence bearing vessel's name only.

## THE BLUE FUNNEL LINE.

## REGULAR AND FAST SERVICES.

## LONDON SERVICE

(DIRECT)

|              |                                         |
|--------------|-----------------------------------------|
| "OANFA"      | 16TH AUG. London, Amsterdam & Antwerp.  |
| "PROMETHEUS" | 22ND AUG. London & Hamburg.             |
| "PROTEUS"    | 31ST AUG. London, Amsterdam & Hamburg.  |
| "ACHILLES"   | 9TH SEPT. London, Amsterdam & Antwerp.  |
| "LYCAON"     | 20TH SEPT. London, Amsterdam & Hamburg. |

## LIVERPOOL SERVICE

(DIRECT OR VIA CONTINENTAL PORTS)

|               |                                                  |
|---------------|--------------------------------------------------|
| "ALCINOUS"    | 20TH AUG. Havre & Liverpool.                     |
| "BELLEROPHON" | 22ND AUG. Genoa, Marseilles, L. pool & Glasgow.  |
| "RHESUS"      | 4TH SEPT. Havre & Liverpool.                     |
| "CYCLOPS"     | 11TH SEPT. Genoa, Marseilles, L. pool & Glasgow. |

## PACIFIC SERVICE

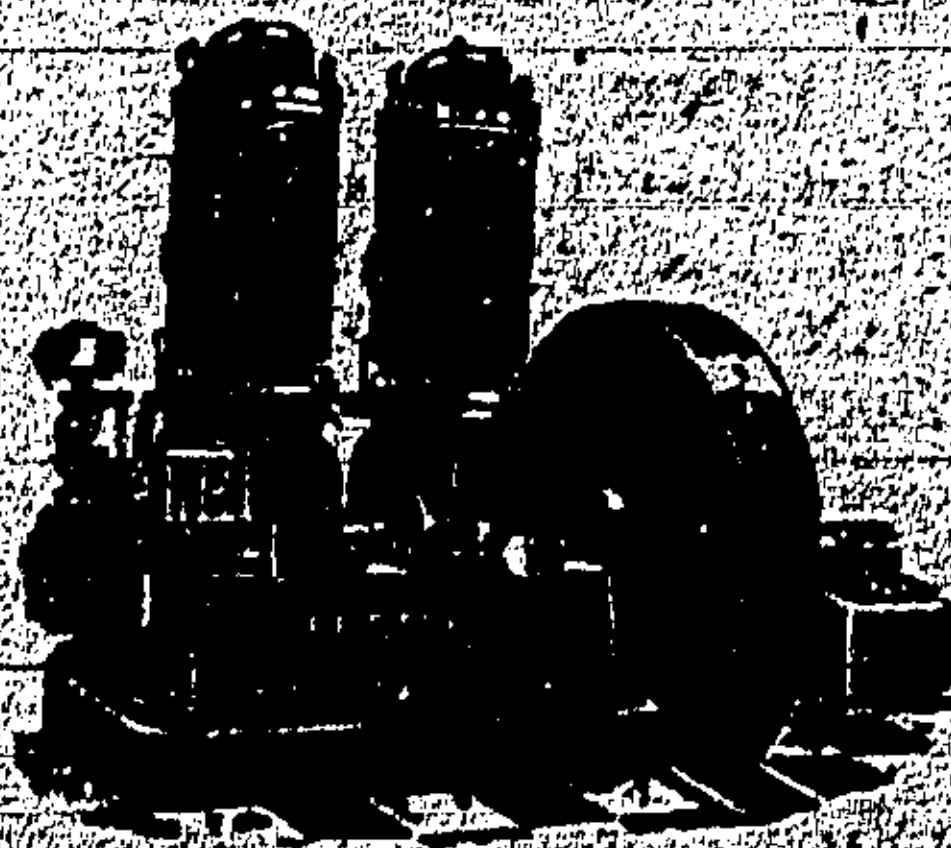
(VIA KORE AND YOKOHAMA)

|               |                                            |
|---------------|--------------------------------------------|
| "IXION"       | 19TH AUG. } Victoria, Seattle & Vancouver. |
| "TALITHYBIUS" | 7TH SEPT. }                                |
| "TYNDAREUS"   | 6TH OCT. }                                 |

## NEW YORK SERVICE

(VIA SUEZ OR PANAMA)

See separate joint advertisement.

FOR FREIGHT AND FURTHER INFORMATION APPLY TO—  
BUTTERFIELD & SWIRE, AGENTS.VICKERS-PETTER  
SEMI-DIESEL CRUDE OIL ENGINESSIMPLICITY—  
RELIABILITY—  
ECONOMY  
A STANDARD SERIESFOR WORKING ON CRUDE &  
RESIDUAL OILS OR REFINED  
PETROLEUM MANUFACTURED  
FOR BOTH MARINE AND LAND100 H.P. VICKERS-PETTER  
SEMI-DIESEL, LAND TYPE ENGINE.  
For further particulars apply to—  
WM. C. JACK & CO. LTD.100 H.P. VICKERS-PETTER  
SEMI-DIESEL, LAND TYPE ENGINE.  
For further particulars apply to—  
WM. C. JACK & CO. LTD.  
SOLE AGENTS FOR HONGKONG AND SOUTH CHINA

## COMMERCIAL

## OPENING QUOTATIONS

| On London                     | On Hongkong |
|-------------------------------|-------------|
| Bank Bill, on demand          | 4 1/2       |
| Bank Bill, at 3 days sight    | 4 1/2       |
| Bank Bill, at 4 months sight  | 4 1/2       |
| Bank Bill, at 6 months sight  | 4 1/2       |
| Bank Bill, at 9 months sight  | 4 1/2       |
| Bank Bill, at 12 months sight | 4 1/2       |
| Bank Bill, at 15 months sight | 4 1/2       |
| Bank Bill, at 18 months sight | 4 1/2       |
| Bank Bill, at 21 months sight | 4 1/2       |
| Bank Bill, at 24 months sight | 4 1/2       |
| Bank Bill, at 27 months sight | 4 1/2       |
| Bank Bill, at 30 months sight | 4 1/2       |
| Bank Bill, at 33 months sight | 4 1/2       |
| Bank Bill, at 36 months sight | 4 1/2       |
| Bank Bill, at 39 months sight | 4 1/2       |
| Bank Bill, at 42 months sight | 4 1/2       |
| Bank Bill, at 45 months sight | 4 1/2       |
| Bank Bill, at 48 months sight | 4 1/2       |
| Bank Bill, at 51 months sight | 4 1/2       |
| Bank Bill, at 54 months sight | 4 1/2       |
| Bank Bill, at 57 months sight | 4 1/2       |
| Bank Bill, at 60 months sight | 4 1/2       |

## SUBSIDIARY COINS

| Hongkong        | Per cent |
|-----------------|----------|
| 100 cents piece | 80.00    |
| 50 cents piece  | 40.00    |
| 25 cents piece  | 20.00    |
| 10 cents piece  | 8.00     |
| 5 cents piece   | 4.00     |
| 2 cents piece   | 1.60     |
| 1 cent piece    | 0.80     |

## BANKS

| HONGKONG SAVINGS BANK                                                                              |
|----------------------------------------------------------------------------------------------------|
| THE BANK OF THE HONGKONG AND SHANGHAI BANKING CORPORATION                                          |
| INCORPORATED BY ROYAL CHARTER 1883                                                                 |
| HEAD OFFICE—LONDON                                                                                 |
| PAID-UP CAPITAL—£2,000,000                                                                         |
| RESERVE FUND—£2,000,000                                                                            |
| RESERVE LIABILITY OF PROPRIETORS—£2,000,000                                                        |
| FOR FOREIGN EXCHANGE AND GENERAL BANKING BUSINESS TRANSACTIONS                                     |
| CURRENT ACCOUNTS OPENED FOR 1 YEAR OR SHORTER PERIODS AT RATES WHICH WILL BE QUOTED ON APPLICATION |
| J. L. BROOKS, Manager                                                                              |
| Hongkong, March 27th, 1920.                                                                        |

## THE CHARTERED BANK OF INDIA

INCORPORATED BY ROYAL CHARTER 1883

HEAD OFFICE—LONDON

PAID-UP CAPITAL—£2,000,000

RESERVE FUND—£2,000,000

RESERVE LIABILITY OF PROPRIETORS—£2,000,000

FOR FOREIGN EXCHANGE AND GENERAL BANKING BUSINESS TRANSACTIONS

CURRENT ACCOUNTS OPENED FOR 1 YEAR OR SHORTER PERIODS AT RATES WHICH WILL BE QUOTED ON APPLICATION

J. L. BROOKS, Manager

HONGKONG, MARCH 27TH, 1920.

## THE BANK OF TAIWAN LIMITED

(TAIWAN GIRO)

INCORPORATED BY SPECIAL IMPERIAL CHARTER, 1899

CAPITAL SUBSCRIBED—YEN 80,000,000

CAPITAL PAID-UP—YEN 37,500,000

RESERVE FUND—YEN 1,000,000

HEAD OFFICE—TAIPEI, FORMOSA

BRANCHES—JAPAN—Tokyo, Yokohama, Kobe, Osaka, Moji

FORMOSA—Gilan, Kagi, Karsak, Keelung, Makung, Nantao, Pingtung, Shingchi, Tainan, Takow, Tamsui, Toiyen, Aikou, etc.

CHINA—Shanghai, Hankow, Kinkiang, Amoy, Foochow, Swatow, Canton, etc.

OTHERS—Hongkong, Bangkok, Singapore, Soerabaya, Batavia, Bombay, London, New York

LONDON BANKERS—LONDON, COUNTY AND WESTMINSTER &amp; PARIS BANK

The Bank has Correspondents in Commercial Centres in the European Continent, Russia, Manchuria, Timpan, Japan, India, China, India, Philippines, Islands, Java, and other Dutch Indies, Australia, America, etc.

Interest allowed on Current Accounts and Fixed Deposits at rates which will be quoted on application

SEIZO KONDOH, Manager

HONGKONG BRANCH—2, Des Voeux Road, Central, Hongkong, November 1st, 1919

## THE MESSAGERIE BANK OF INDIA LIMITED

HEAD OFFICE—15, Gracechurch St., London, E.C. 4

AUTHORIZED CAPITAL—£2,000,000

SUBSCRIBED CAPITAL—£1,000,000

PAID-UP CAPITAL—£1,000,000

RESERVE FUND—£1,000,000

The Bank of India, Ltd., is a public company limited by shares, and is registered in England under the Companies Act, 1900.

The Bank of India, Ltd., is a public company limited by shares, and is registered in England under the Companies Act, 1900.

The Bank of India, Ltd., is a public company limited by shares, and is registered in England under the Companies Act, 1900.

The Bank of India, Ltd., is a public company limited by shares, and is registered in England under the Companies Act, 1900.

The Bank of India, Ltd., is a public company limited by shares, and is registered in England under the Companies Act, 1900.

## THE BANK OF EAST ASIATIC

## HEAD OFFICE—No. 2, Queen's Road, Central

PAID-UP CAPITAL—\$2,000,000.00

RESERVE FUND—\$200,000.00

DIRECTORS—Mr. Pong Wah Twa, Chairman; Mr. Chow Shou Hon, Mr. Kuo Ying Po, Mr. Li Kuo Chuan, Mr. Mok Ching Kong, Mr. Fung Ping Shan, Mr. Wong Yung Tung, Mr. P. K. Kwok, Mr. Chan Ching Shek, Mr. Ng Chang Luk

CHIEF MANAGER—Kao Tung Po, Esq.

ASST. MANAGER—L. The Pong, Esq.

Every description of Banking and Exchange business transacted. Loans granted on approved securities.

Interest allowed on Current Accounts and on Fixed Deposits at the following rates—

For 3 months at the rate of 3% per annum

For 6 months at the rate of 4% per annum

For 12 months at the rate of 5% per annum

For 18 months at the rate of 6% per annum

For 24 months at the rate of 7% per annum

For 30 months at the rate of 8% per annum

For 36 months at the rate of 9% per annum

For 42 months at the rate of 10% per annum

For 48 months at the rate of 11% per annum

For 54 months at the rate of 12% per annum

For 60 months at the rate of 13% per annum

For 66 months at the rate of 14% per annum

For 72 months at the rate of 15% per annum

For 78 months at the rate of 16% per annum

For 84 months at the rate of 17% per annum

For 90 months at the rate of 18% per annum

For 96 months at the rate of 19% per annum

For 102 months at the rate of 20% per annum

For 108 months at the rate of 21% per annum

For 114 months at the rate of 22% per annum

For 120 months at the rate of 23% per annum

For 126 months at the rate of 24% per annum

For 132 months at the rate of 25% per annum

For 138 months at the rate of 26% per annum

For 144 months at the rate of 27% per annum

For 150 months at the rate of 28% per annum

For 156 months at the rate of 29% per annum

For 162 months at the rate of 30% per annum

For 168 months at the rate of 31% per annum

For 174 months at the rate of 32% per annum

For 180 months at the rate of 33% per annum

For 186 months at the rate of 34% per annum

For 192 months at the rate of 35% per annum

For 198 months at the rate of 36% per annum

For 204 months at the rate of 37% per annum

For 210 months at the rate of 38% per annum

For 216 months at the rate of 39% per annum

For 222 months at the rate of 40% per annum

For 228 months at the rate of 41% per annum

For 234 months at the rate of 42% per annum

For 240 months at the rate of 43% per annum

For 246 months at the rate of 44% per annum

For 252 months at the rate of 45% per annum

For 258 months at the rate of 46% per annum

For 264 months at the rate of 47% per annum

For 270 months at the rate of 48% per annum

For 276 months at the rate of 49% per annum

For 282 months at the rate of 50% per annum

For 288 months at the rate of 51% per annum

For 294 months at the rate of 52% per annum

For 300 months at the rate of 53% per annum

WATERHOUSE LINE.  
TRANS-PACIFIC FREIGHT SERVICE.

Operating the following U.S. Shipping Board Steamers

For

SEATTLE-TACOMA-VICTORIA-VANCOUVER

via Kobe and Yokohama.

"DELIGHT" 2nd August

"NAQUAN" 21st September

Further sailings to be announced later. Through Bills of Lading issued to all Overland Common points in U.S. and Canada.

For rates and further particulars apply to—

FRANK WATERHOUSE &amp; COMPANY,

2nd Floor, Hotel Manakoa, Telephone 2507

## KONINKLYKE PARETVAART

MAATSCHAPPY.

(ROYAL PACKET NAVIGATION CO. OF BATAVIA)

THE STEAMSHIP

"VAN WAERWYCK"

will be despatched 17th August.

To SINGAPORE PENANG AND BELAWAN DELI.

This vessel offers excellent cabin accommodation for saloon passengers.

Wireless Telegraphy

For Freight and passage apply to—

JAVA-CHINA-JAPAN-LYN,

Telephone No. 157.

Agents.

CHINA-AUSTRALIA MAIL S.S. LINE.

FOR AUSTRALIAN PORTS VIA MANILA &amp; SANDARAN.

"HWAH PING" September 12th.

For Freight and Passage apply to—

THE CHINA &amp; AUSTRALIA S.S. CO., LTD.

Agents, 112, Collyer Quay, Central.

## ASIA BANKING CORPORATION

AN AMERICAN BANK

Capital \$4,000,000. Surplus \$1,100,000.

HEAD OFFICE: New York, U.S.A.

BRANCHES: SHANGHAI, HANKOW, TIENTSIN, CANTON, MANILA, CEBU, PEKING, CHANGSHA

All Descriptions of banking business transacted.

Interest allowed on Current Savings Accounts and Fixed Deposits in Local Currency, U.S. Dollars, Sterling or France.

American Bankers Association and Guaranty Trust Company of New York Travellers Cheques, Sold by us.

Payable Throughout the World.

D. M. BIGGAR, Hongkong Manager.

[113]

## THE BANK OF CHINA

行 中 國

(Specially authorized by the Provisional Government of the Republic of China on the 22nd of November, 1917.)

AUTHORIZED CAPITAL—\$80,000,000.00

PAID-UP CAPITAL—\$12,500,000.00

RESERVE FUND—\$1,500,000.00

HEAD OFFICE—PEKING

HONGKONG BRANCH—20-21, Collyer Quay, Central, Hongkong

Sub-branches at Shanghai, Hankow, Canton, Tientsin, Peking, etc.

London Bankers—The National Provincial and London Bank of England, Ltd.

New York Bankers—Irving Trust Company

Interest allowed on Current Accounts and Fixed Deposits. Terms on application.

Every description of Banking Business transacted.

Loans granted on approved securities.

Special facilities for Home Exchanges.

Interest on Fixed Deposits at the following rates—

For 3 months 3% per annum

For 6 months 4% per annum

For 12 months 5% per annum

For 18 months 6% per annum

For 24 months 7% per annum

For 30 months 8% per annum

For 36 months 9% per annum

For 42 months 10% per annum

For 48 months 11% per annum

For 54 months 12% per annum

For 60 months 13% per annum

For 66 months 14% per annum

For 72 months 15% per annum

For 78 months 16% per annum

For 84 months 17% per annum

For 90 months 18% per annum

For 96 months 19% per annum

For 102 months 20% per annum

For 108 months 21% per annum

For 114 months 22% per annum

For 120 months 23% per annum

For 126 months 24% per annum

For 132 months 25% per annum

For 138 months 26% per annum

For 144 months 27% per annum

For 150 months 28% per annum

For 156 months 29% per annum

For 162 months 30% per annum

For 168 months 31% per annum

For 174 months 32% per annum

For 180 months 33% per annum

For 186 months 34% per annum

For 192 months 35% per annum

For 198 months 36% per annum

For 204 months 37% per annum